

List of pages in this Trip Kit

Trip Kit Index

Airport Information For UWGG

Terminal Charts For UWGG

Revision Letter For Cycle 09-2019

Change Notices

Notebook

General Information

Location: NIZHNY NOVGOROD RUS
ICAO/IATA: UWGG / GOJ
Lat/Long: N56° 13.8', E043° 47.0'
Elevation: 259 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -3:00 = UTC
Magnetic Variation: 13.0° E

Fuel Types: Jet A-1
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0101 Z
Sunset: 1701 Z

Runway Information

Runway: 18R
Length x Width: 9206 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 256 ft
Lighting: Edge, ALS

Runway: 18L
Length x Width: 9843 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 258 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 36L
Length x Width: 9206 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 254 ft
Lighting: Edge, ALS

Runway: 36R
Length x Width: 9843 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 258 ft
Lighting: Edge, ALS, Centerline

Communication Information

ATIS: 132.700
Nizhny Tower Tower: 120.400
Nizhny Taxiing Ground: 121.800
Nizhny Ground Ramp/Taxi: 118.900
Nizhny Approach Approach: 124.700
Nizhny Transit Operations: 131.700
Nizhny Radar Radar: 120.800

UWGG/GOJ
STRIGINO

12 APR 19

JEPPESEN

10-1P

NIZHNY NOVGOROD, RUSSIA

Eff 25 Apr

AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

ATIS 132.7

1.2. NOISE ABATEMENT PROCEDURES

Noise abatement procedures shall be executed by all ACFT.

1.3. LOW VISIBILITY PROCEDURES (LVP)

1.3.1. GENERAL

LVP are in progress if RVR is 550m or less.

Flight crews will be informed about LVP initiation by ATIS or ATS controller by the phrase: "Low visibility procedures in progress, check your minimum".

In conditions of visibilities preventing the aerodrome control tower from applying visual separation between ACFT and between ACFT and other vehicles, ACFT are permitted to hold at TWY intersections designated by clearance bar lights, stop bar lights or TWY intersection markings. Separation between ACFT and other vehicles then is provided by reports of pilots and drivers.

1.3.2. ARRIVAL

After landing, ACFT shall vacate the RWY by TWR or Ground controller's instruction via TWYs A, E, G, M or D. Whenever TWY A, D or M are occupied by pilot's report, RWY shall be considered to be vacant.

ACFT presence on TWY E is prohibited.

After RWY vacation, the meeting point for Follow-me cars is provided by coordination with the flight crew. The flight crew is responsible for possible RWY incursions and non-adherence to the assigned taxi routes within the maneuvering area.

1.3.3. DEPARTURE

During LVP the following is prohibited:

- take-off not from the RWY beginning;
- take-off without stop at the line-up position.

Escort by Follow-me car or ACFT towing is mandatory for departure.

1.3.4. TERMINATION OF LVP

LVP will be terminated if RVR is more than 550m. Flight crews will be informed by ATS about the termination of LVP and the phrase "Low visibility procedures in progress, check your minimum" will be deleted from ATIS.

1.4. TAXI PROCEDURES

Taxiing and towing only with Ground controller's instructions.

Parallel movement of two ACFT along taxi routes T and W restricted to MAX wingspan 115'/35m.

Taxiroute T restricted to MAX wingspan 157'/48m.

Taxiroute S (opposite to stand 1 thru 3) restricted to MAX wingspan 115'/35m.

Taxiing from abeam stand 22 to TWY M is permitted via taxiroute W.

Taxing of index 1 thru 5 ACFT from stand 10 to stand 19 is permitted via taxiroute Z.

General aviation ACFT are escorted by Follow-me car to stands.

1.5. PARKING INFORMATION

Stands 11 thru 27 available for helicopters.

Use of stands by ATC controller's or marshaller's instructions.

1.6. OTHER INFORMATION

Birds in vicinity of APT.

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12 APR 19

JEPPESEN

10-1P1

NIZHNY NOVGOROD, RUSSIA

Eff 25 Apr

AIRPORT BRIEFING

2. ARRIVAL

2.1. NOISE ABATEMENT PROCEDURES

RWYs 36L/R are preferential.

Deviations may be executed in case of dangerous meteorological conditions, in arrival and approach sectors by ATS instructions or by pilot-in-command's request.

Noise abatement procedures are restricted according to meteorological conditions and the Aeroplane Flight Manual.

2.2. CAT II OPERATIONS

RWY 18L approved for CAT II operations, special aircrew and ACFT certification required.

3. DEPARTURE

3.1. NOISE ABATEMENT PROCEDURES

Noise abatement procedures shall not be executed in case of engine failure during take-off and at the expense of safety.

Noise abatement procedures are restricted according to the Aeroplane Flight Manual.

Special Take-off Procedures

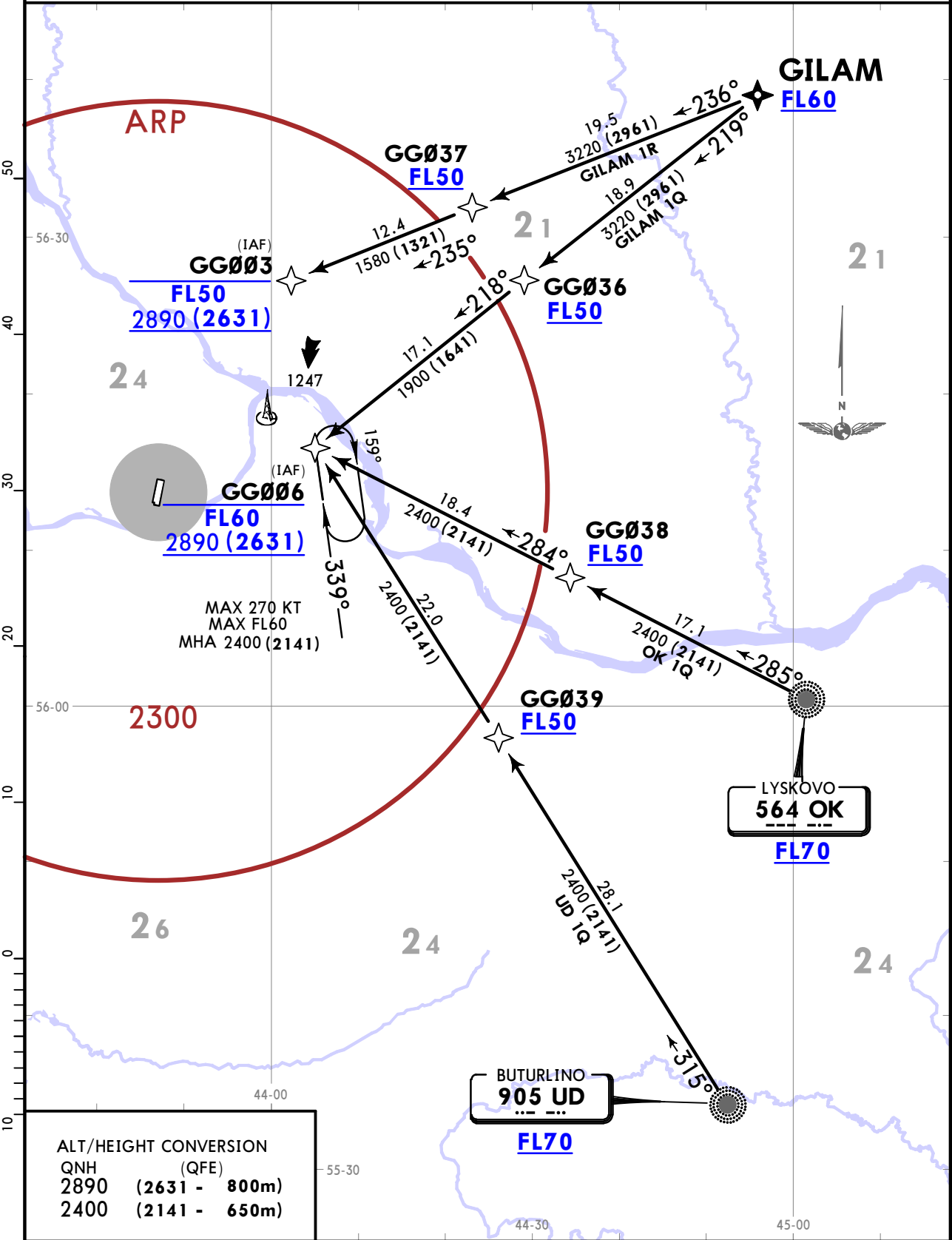
The crews shall apply either NADP 1 or NADP 2 (ICAO Doc 8168, Volume I, Part V, Chapter 3), pilot-in-command may use any option to ensure required outcome.

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STRIGINO

JEPPESSEN NIZHNY NOVGOROD, RUSSIA
29 MAR 19 10-2 **RNAV STAR**

ATIS 132.7	Apt Elev 259	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL50 FL60 if pressure is less than 753 mm (1003.9 hPa). FL70 if pressure is less than 726 mm (967.9 hPa). 1. RNAV 1. 2. GNSS is required.
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GILAM 1Q [GILA1Q] OK 1Q [OK1Q]
GILAM 1R [GILA1R] UD 1Q [UD1Q]
By ATC
RWYS 18L/R RNAV ARRIVALS

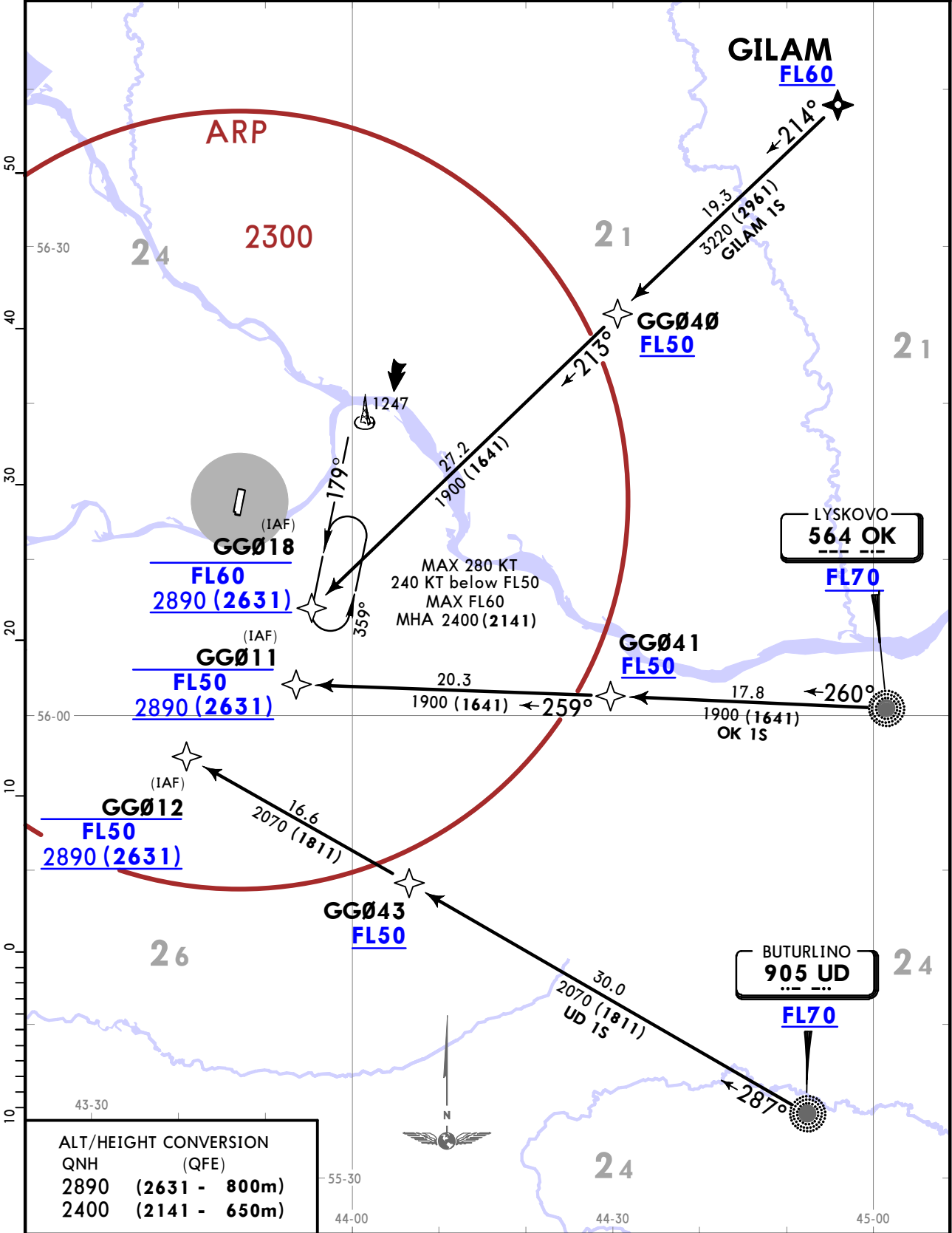


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JEPPESSEN NIZHNY NOVGOROD, RUSSIA
29 MAR 19 (10-2A) **RNAV STAR**

ATIS 132.7	Apt Elev 259	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL50 FL60 if pressure is less than 753 mm (1003.9 hPa). FL70 if pressure is less than 726 mm (967.9 hPa). 1. RNAV 1. 2. GNSS is required.
---------------	-----------------	---

GILAM 1S [GILA1S] OK 1S [OK1S]
By ATC UD 1S [UD1S]
RWYS 36L/R RNAV ARRIVALS



CHANGES: ATIS frequency.

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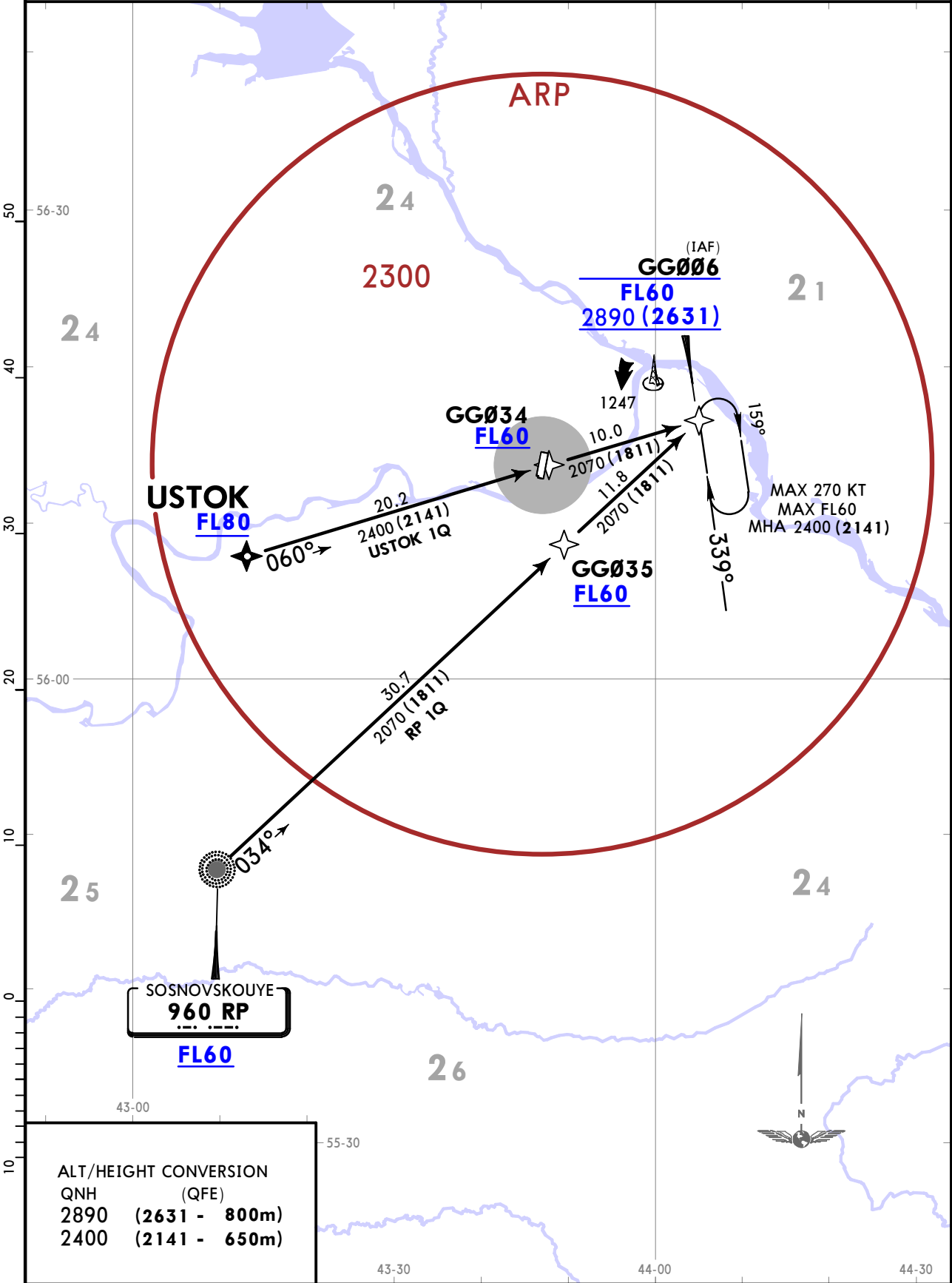
JEPPESSEN NIZHNY NOVGOROD, RUSSIA

29 MAR 19 10-2B

RNAV STAR

ATIS 132.7	Apt Elev 259	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL50 FL60 if pressure is less than 753 mm (1003.9 hPa). FL70 if pressure is less than 726 mm (967.9 hPa). 1. RNAV 1. 2. GNSS is required.
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RP 1Q [RP1Q] USTOK 1Q [USTO1Q]
By ATC
RWYS 18L/R RNAV ARRIVALS



CHANGES: ATIS frequency.

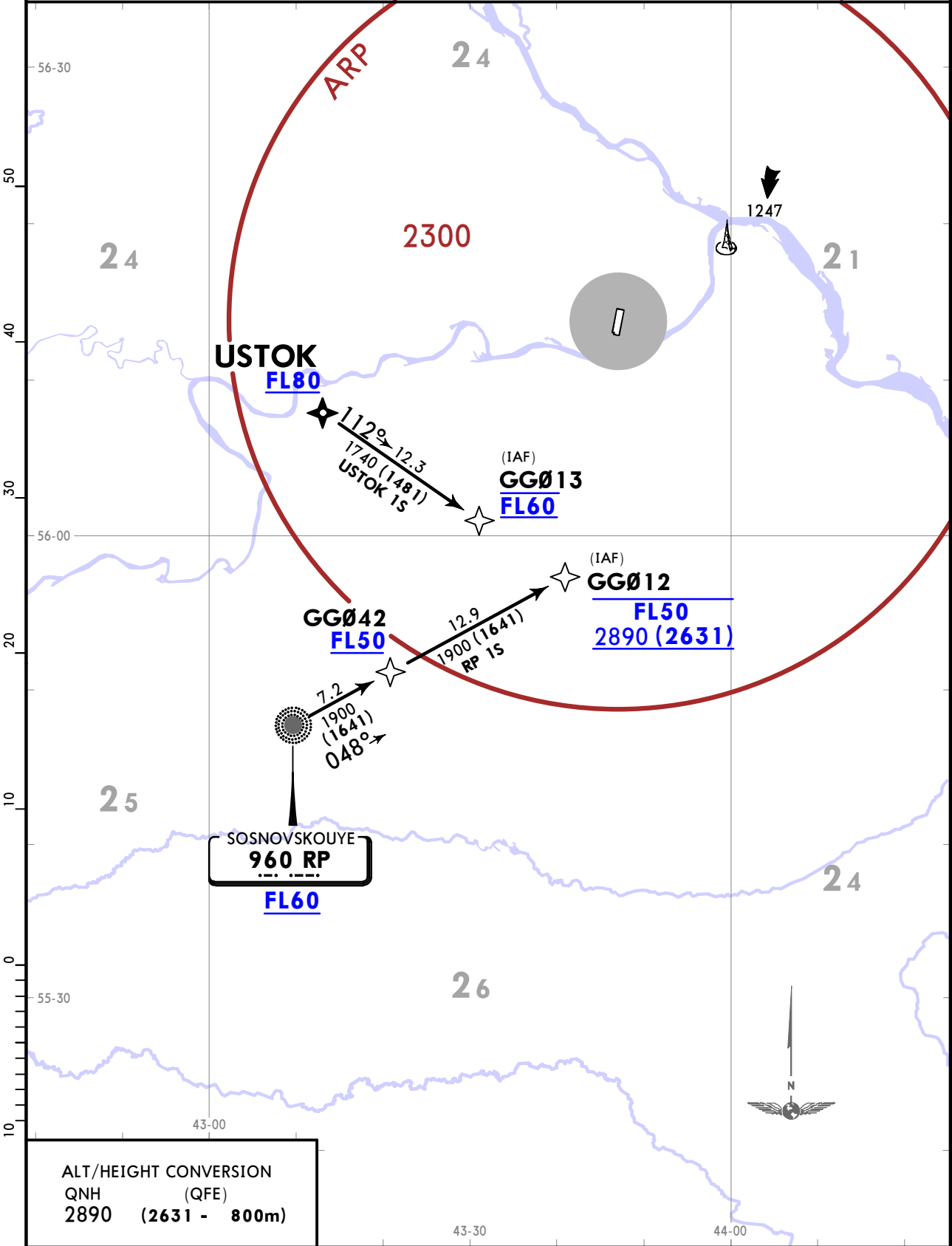
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JEPPESSEN NIZHNY NOVGOROD, RUSSIA
29 MAR 19 **10-2C** **RNAV STAR**

ATIS 132.7	Apt Elev 259	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL50 FL60 if pressure is less than 753 mm (1003.9 hPa). FL70 if pressure is less than 726 mm (967.9 hPa). 1. RNAV 1. 2. GNSS is required.
---------------	-----------------	---

RP 1S [RP1S] USTOK 1S [USTO1S]
By ATC
RWYS 36L/R RNAV ARRIVALS



ALT/HEIGHT CONVERSION	
QNH	(QFE)
2890	(2631 - 800m)

CHANGES: ATIS frequency.

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NIZHNY NOVGOROD, RUSSIA

29 MAR 19 10-2E

STAR

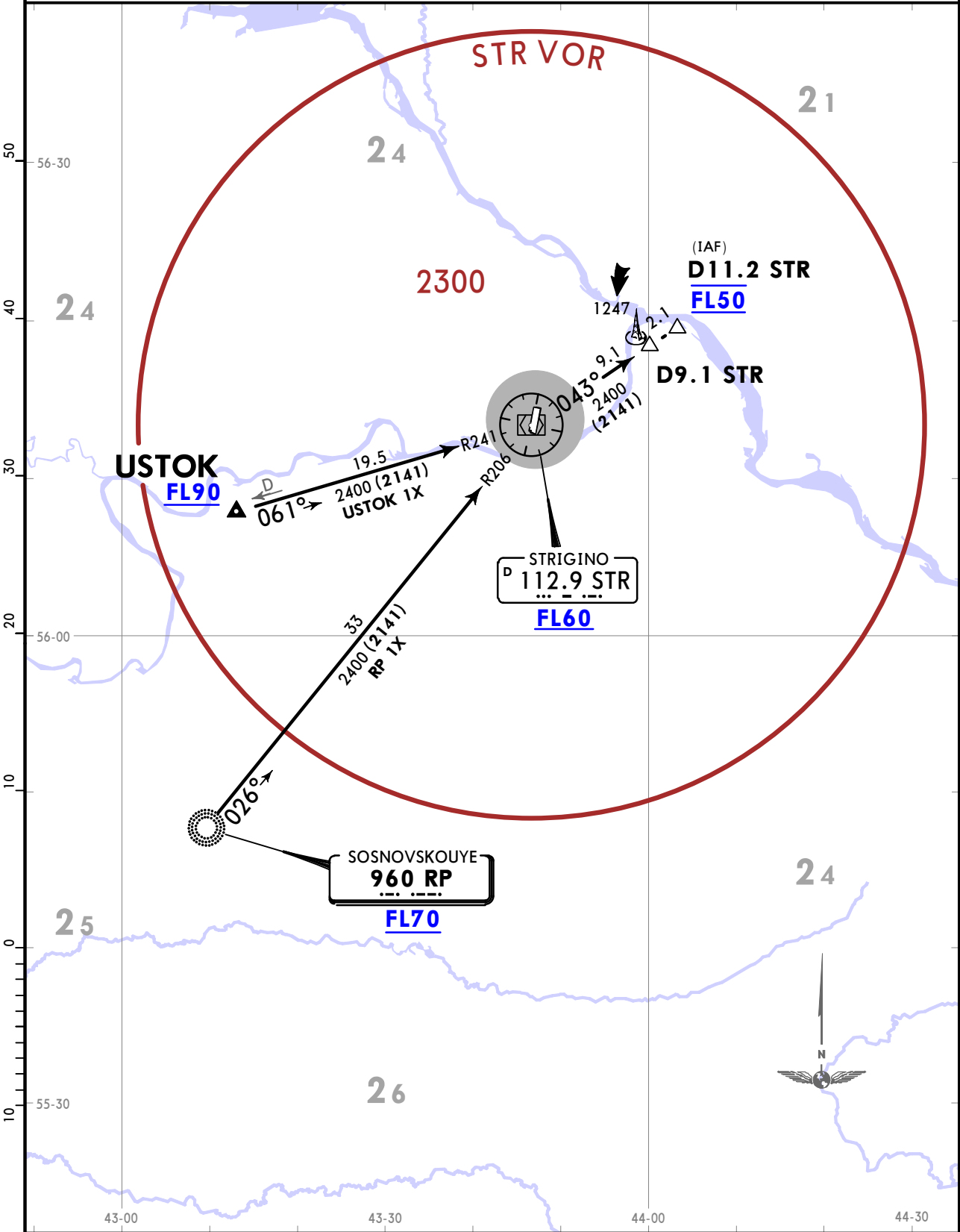
ATIS 132.7	Apt Elev 259	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL50 FL60 if pressure is less than 753 mm (1003.9 hPa). FL70 if pressure is less than 726 mm (967.9 hPa). DME required.
---------------	-----------------	--

RP 1X [RP1X]

USTOK 1X [USTO1X]

By ATC

RWYS 18L/36R, 36L/18R ARRIVALS



CHANGES: ATIS frequency.

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NIZHNY NOVGOROD, RUSSIA

29 MAR 19

10-2F

STAR

ATIS
132.7

Apt Elev
259

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50
FL60 if pressure is less than 753 mm (1003.9 hPa).
FL70 if pressure is less than 726 mm (967.9 hPa).

GILAM 1P [GILA1P]

By ATC

DME required

OK 1P [OK1P]

UD 1P [UD1P]

RWY 18R

GILAM 1V [GILA1V]

By ATC

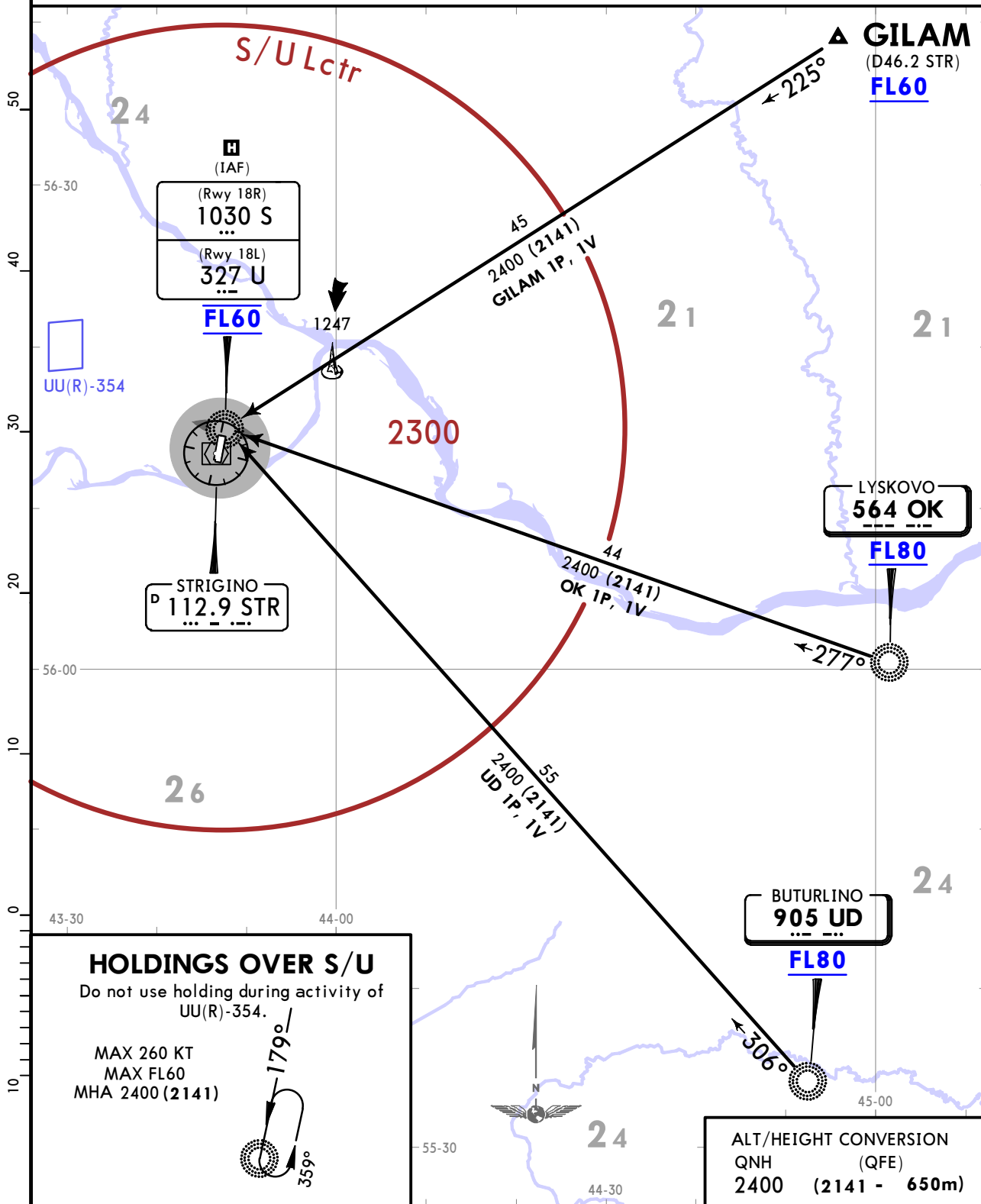
DME required

OK 1V [OK1V]

UD 1V [UD1V]

RWY 18L

ARRIVALS



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STRIGINO



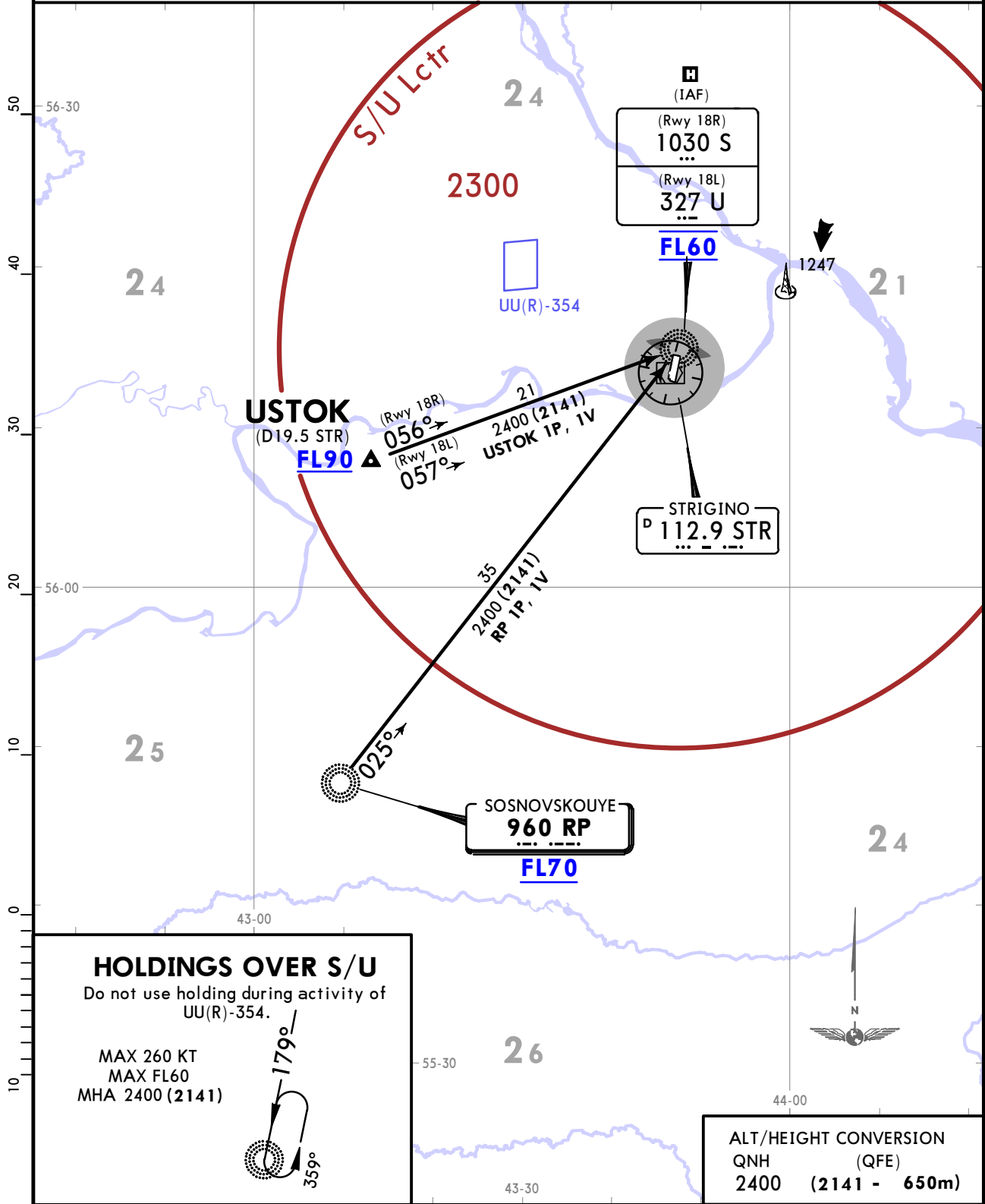
JEPPESSEN
29 MAR 19 10-2G

NIZHNY NOVGOROD, RUSSIA

STAR

ATIS 132.7	Apt Elev 259	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL50 FL60 if pressure is less than 753 mm (1003.9 hPa). FL70 if pressure is less than 726 mm (967.9 hPa).
---------------	-----------------	---

RP 1P [RP1P] USTOK 1P [USTO1P] By ATC DME required RWY 18R	RP 1V [RP1V] USTOK 1V [USTO1V] By ATC DME required RWY 18L
ARRIVALS	



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JEPPESSEN

NIZHNY NOVGOROD, RUSSIA

29 MAR 19

10-2H

STAR

ATIS
132.7

Apt Elev
259

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50
FL60 if pressure is less than 753 mm (1003.9 hPa).
FL70 if pressure is less than 726 mm (967.9 hPa).

GILAM 1U [GILA1U]

By ATC
DME required

OK 1U [OK1U]

UD 1U [UD1U]

RWY 36L

GILAM 1W [GILA1W]

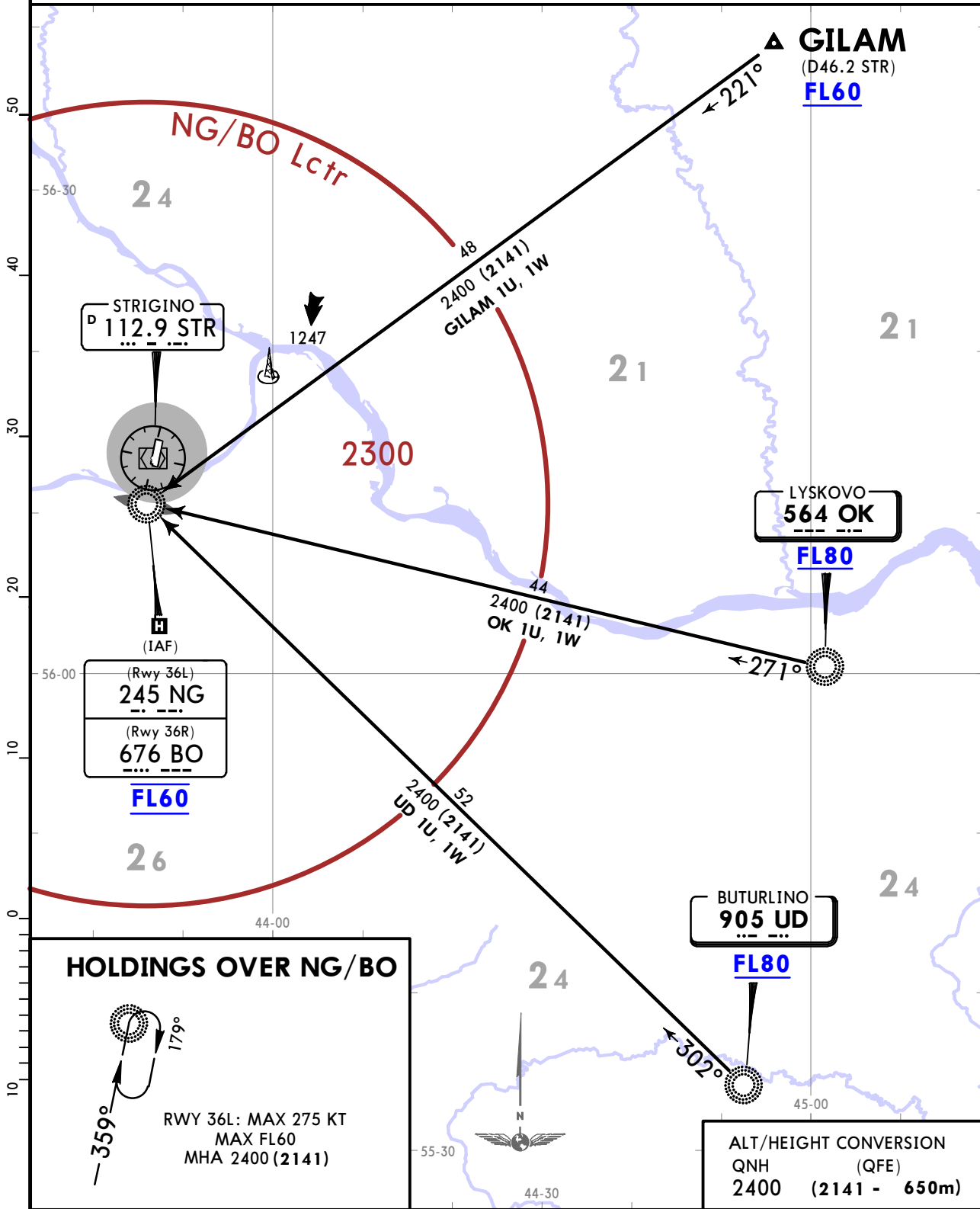
By ATC
DME required

OK 1W [OK1W]

UD 1W [UD1W]

RWY 36R

ARRIVALS



CHANGES: ATIS frequency.

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29 MAR 19

10-2L

STAR

ATIS
132.7

Apt Elev
259

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50
FL60 if pressure is less than 753 mm (1003.9 hPa).
FL70 if pressure is less than 726 mm (967.9 hPa).

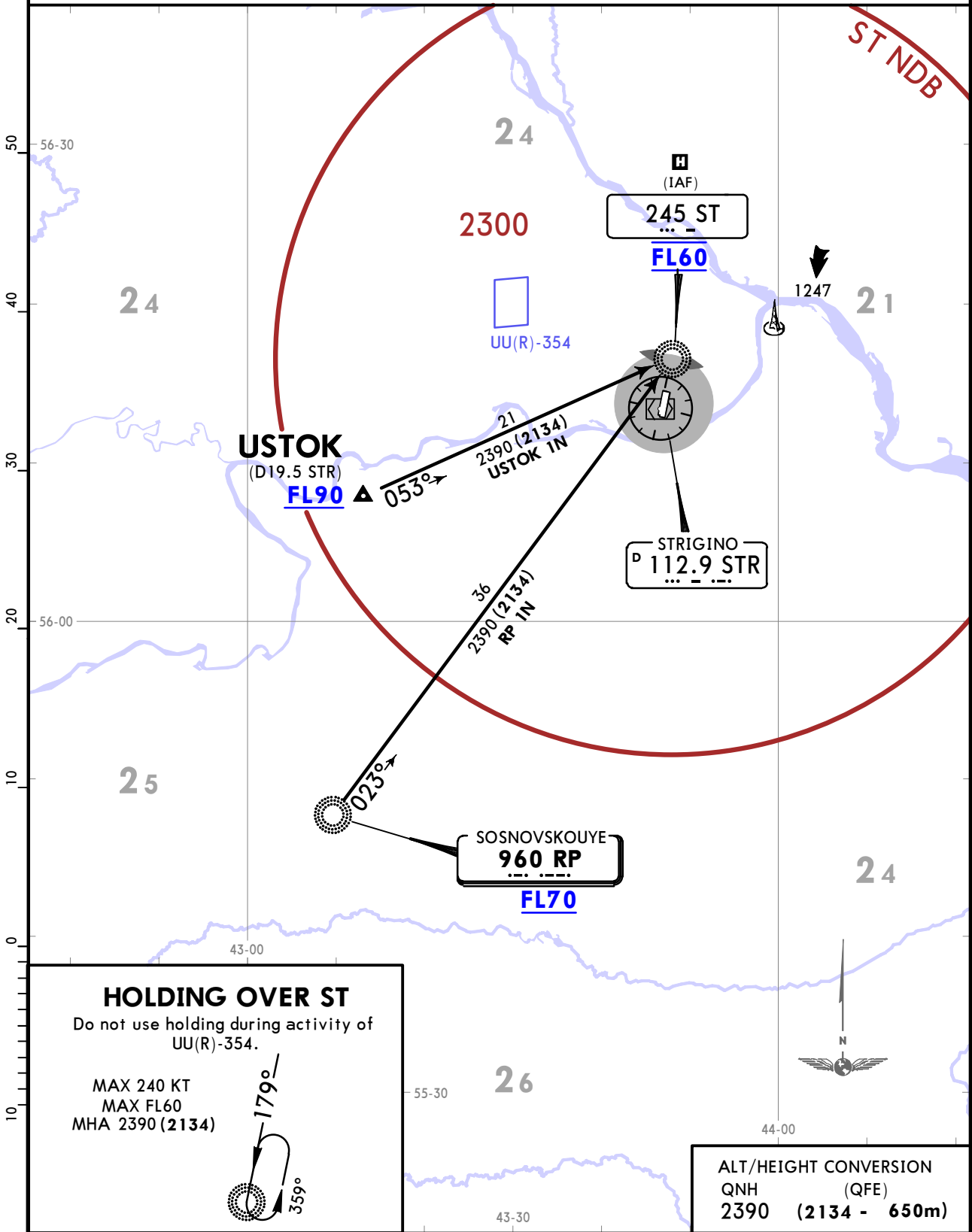
RP 1N [RP1N]

USTOK 1N [USTO1N]

By ATC

DME required

RWY 18R ARRIVALS



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NIZHNY NOVGOROD, RUSSIA

29 MAR 19

(10-2M)

STAR

ATIS
132.7

Apt Elev
259

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50
FL60 if pressure is less than 753 mm (1003.9 hPa).
FL70 if pressure is less than 726 mm (967.9 hPa).

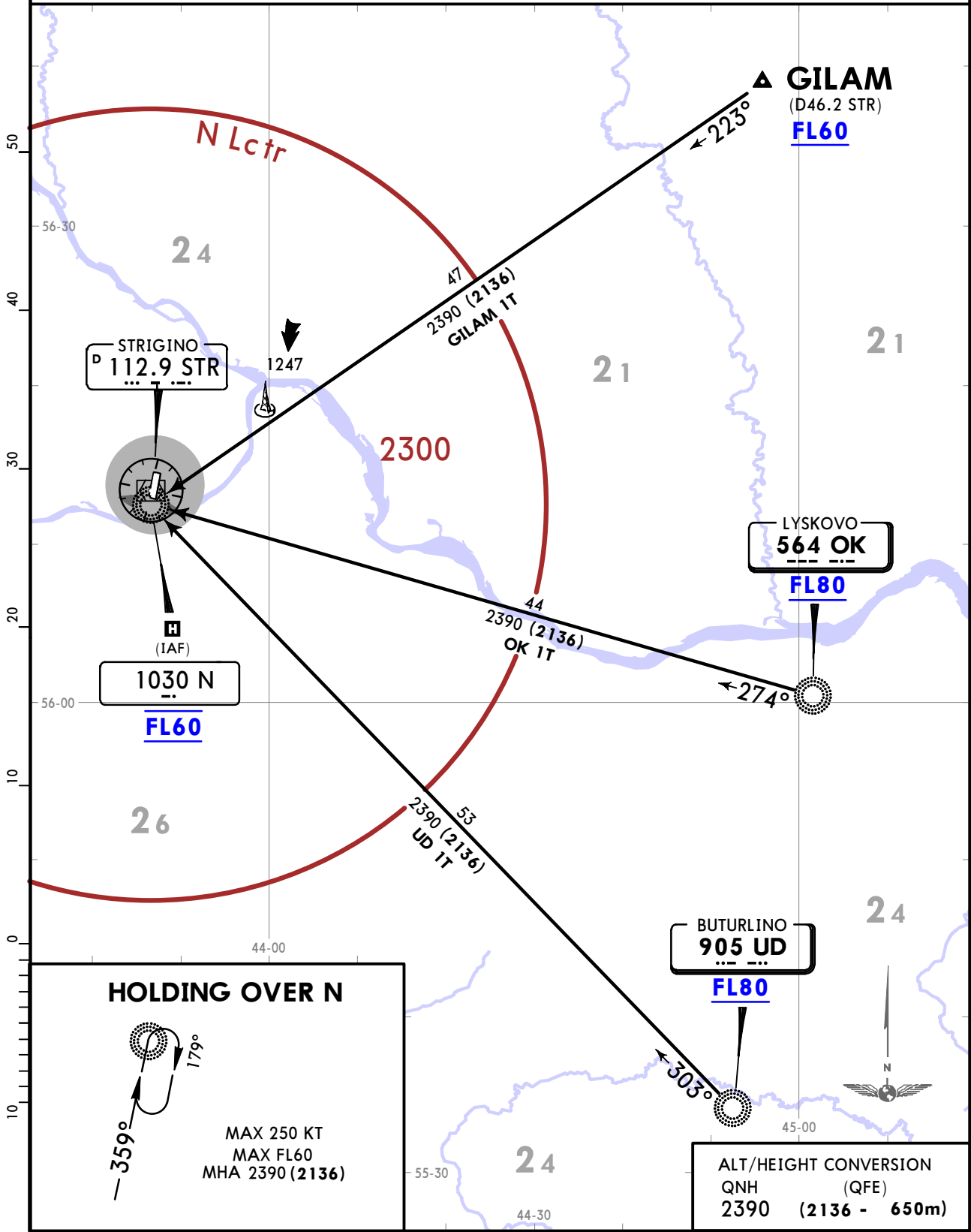
GILAM 1T [GILA1T]

By ATC
DME required

OK 1T [OK1T]

UD 1T [UD1T]

RWY 36L ARRIVALS



CHANGES: ATIS frequency.

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NIZHNY NOVGOROD, RUSSIA

29 MAR 19 (10-2N)

STAR

ATIS
132.7

Apt Elev
259

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50
FL60 if pressure is less than 753 mm (1003.9 hPa).
FL70 if pressure is less than 726 mm (967.9 hPa).

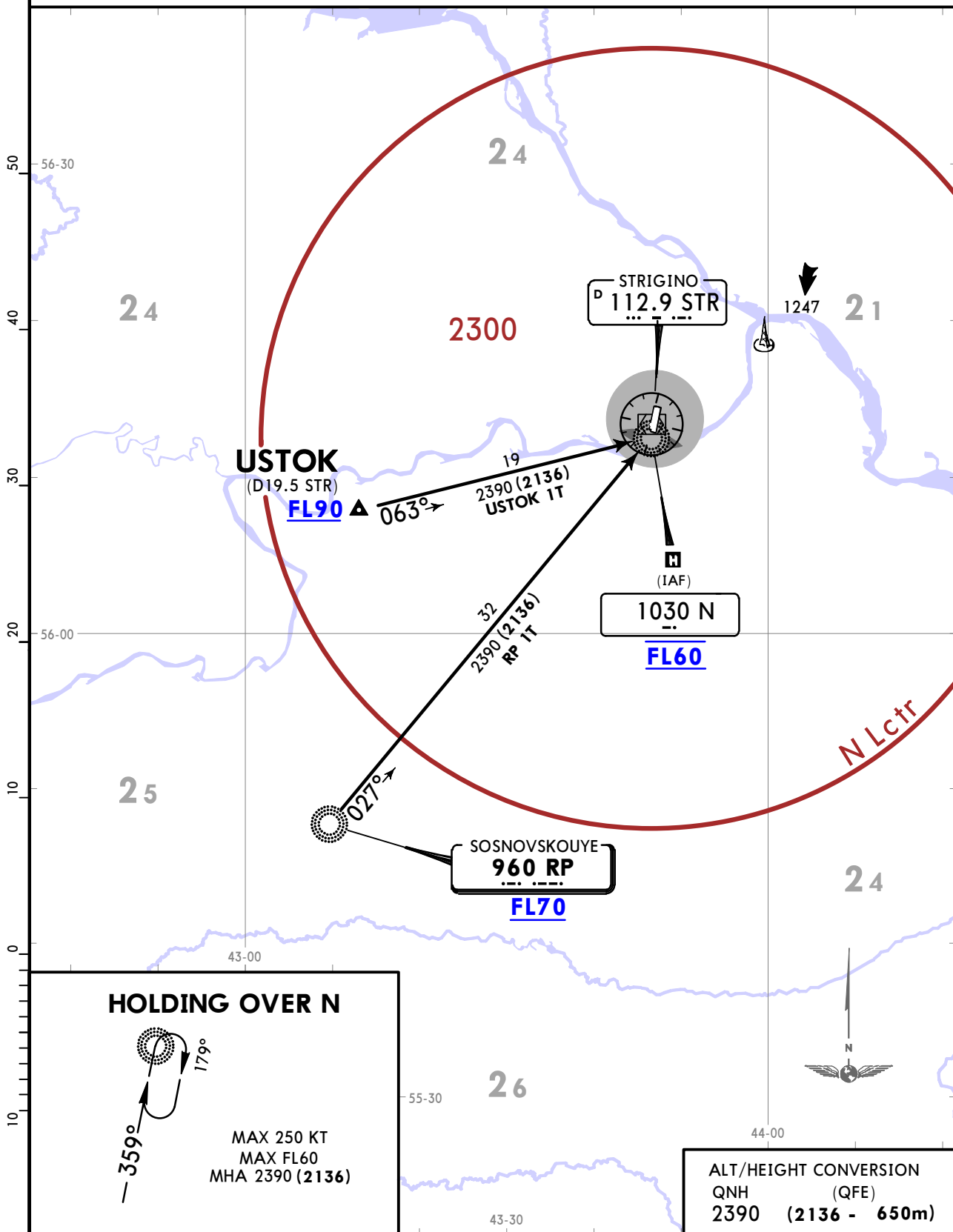
RP 1T [RP1T]

USTOK 1T [USTO1T]

By ATC

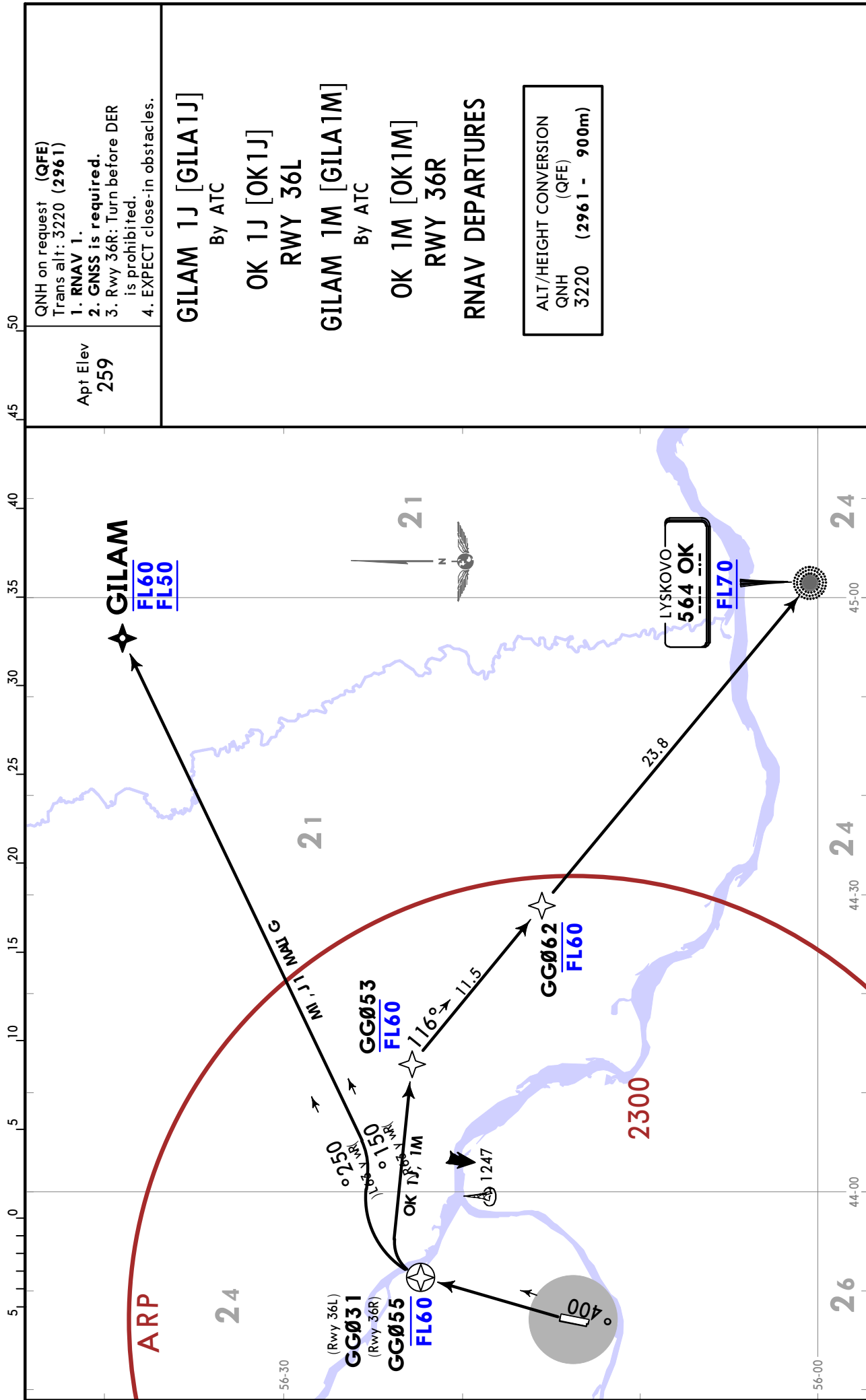
DME required

RWY 36L ARRIVALS



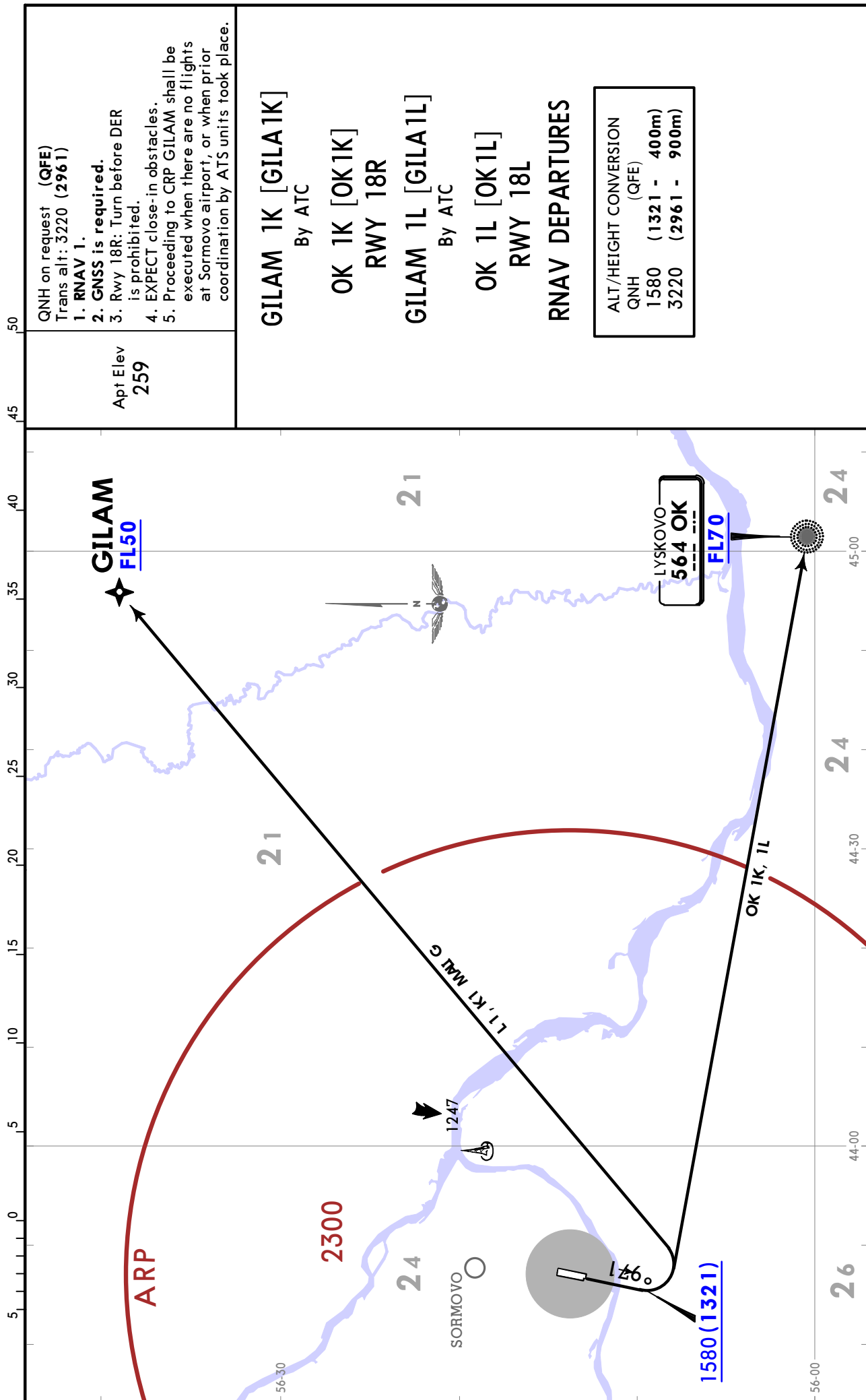
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JEPPESSEN NIZHNY NOVGOROD, RUSSIA
16 MAR 18 10-3 Eff 29 Mar RNAV SID



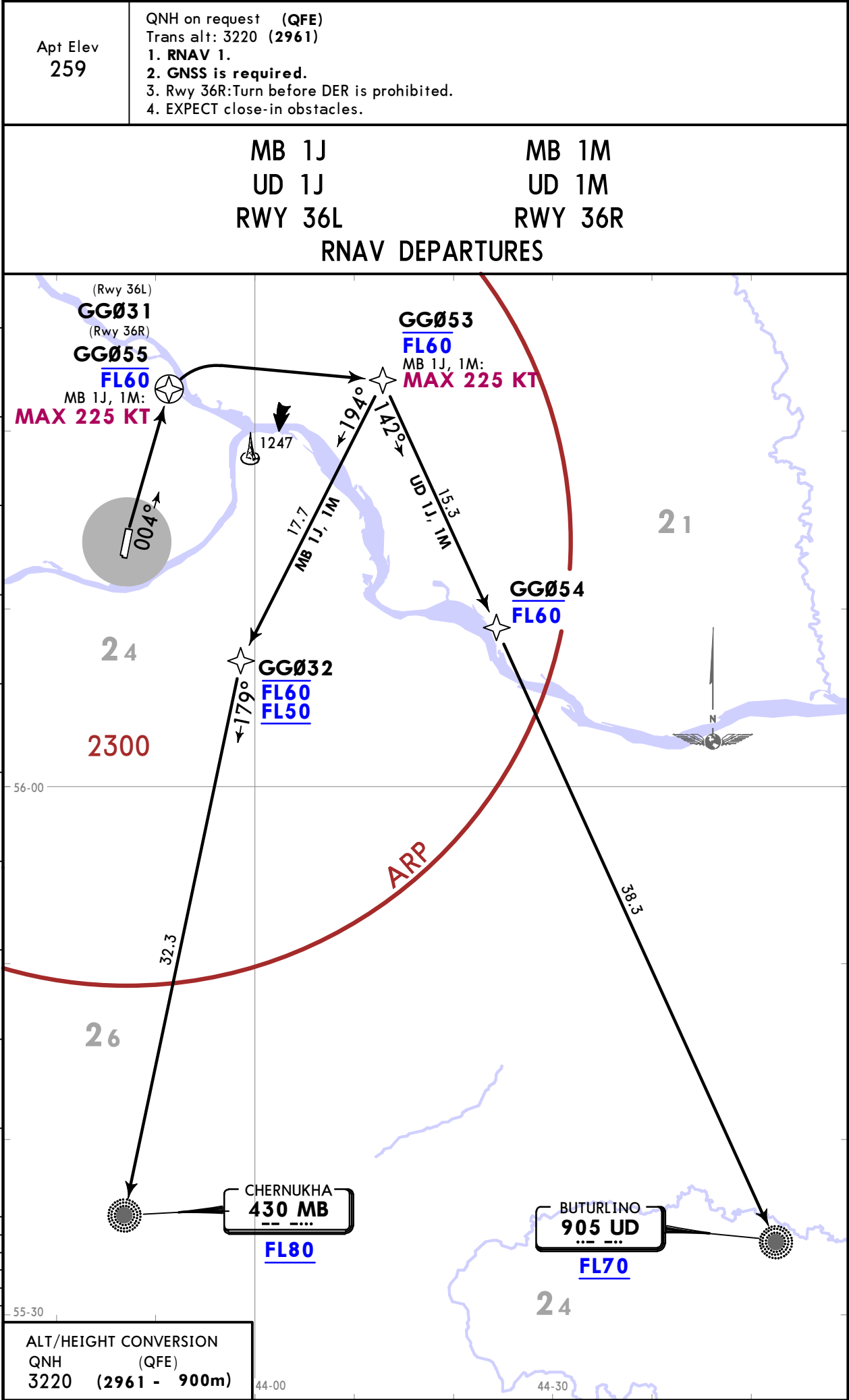
UWGG/GOJ
STRIGINO

JEPPESSEN NIZHNY NOVGOROD, RUSSIA
16 MAR 18 10-3A Eff 29 Mar RNAV SID



UWGG/GOJ
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JEPPESSEN NIZHNY NOVGOROD, RUSSIA
29 DEC 17 **10-3B** Eff 4 Jan **RNAV SID**



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JEPPESEN NIZHNY NOVGOROD, RUSSIA

29 DEC 17

10-3C

Eff 4 Jan

RNAV SID

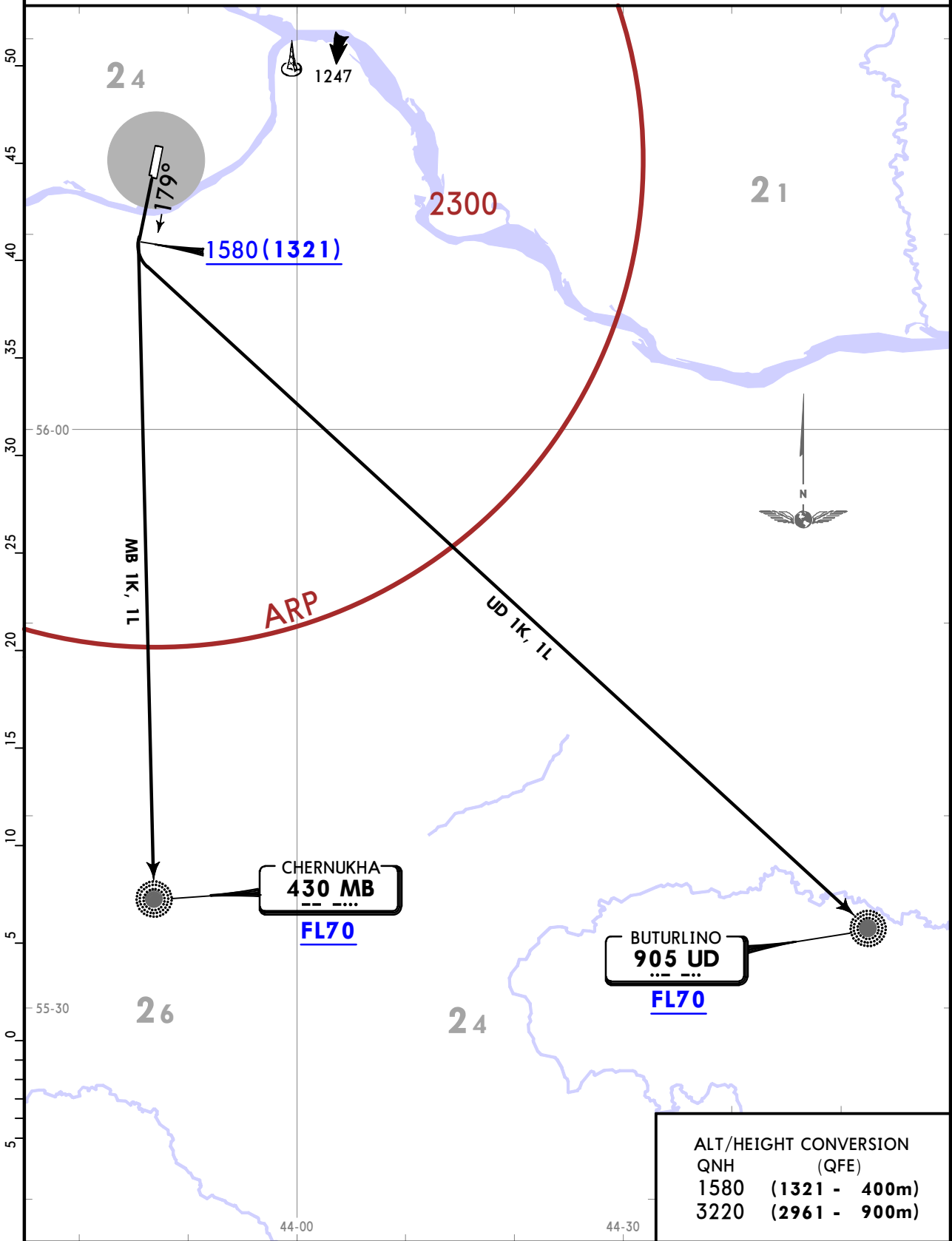
Apt Elev
259

- QNH on request (QFE)
Trans alt: 3220 (2961)
1. RNAV 1.
2. GNSS is required.
3. Rwy 18R: Turn before DER is prohibited.
4. EXPECT close-in obstacles.

MB 1K
UD 1K
RWY 18R

MB 1L
UD 1L
RWY 18L

RNAV DEPARTURES



Apt Elev
259

QNH on request (QFE)
Trans alt: 3220 (2961)

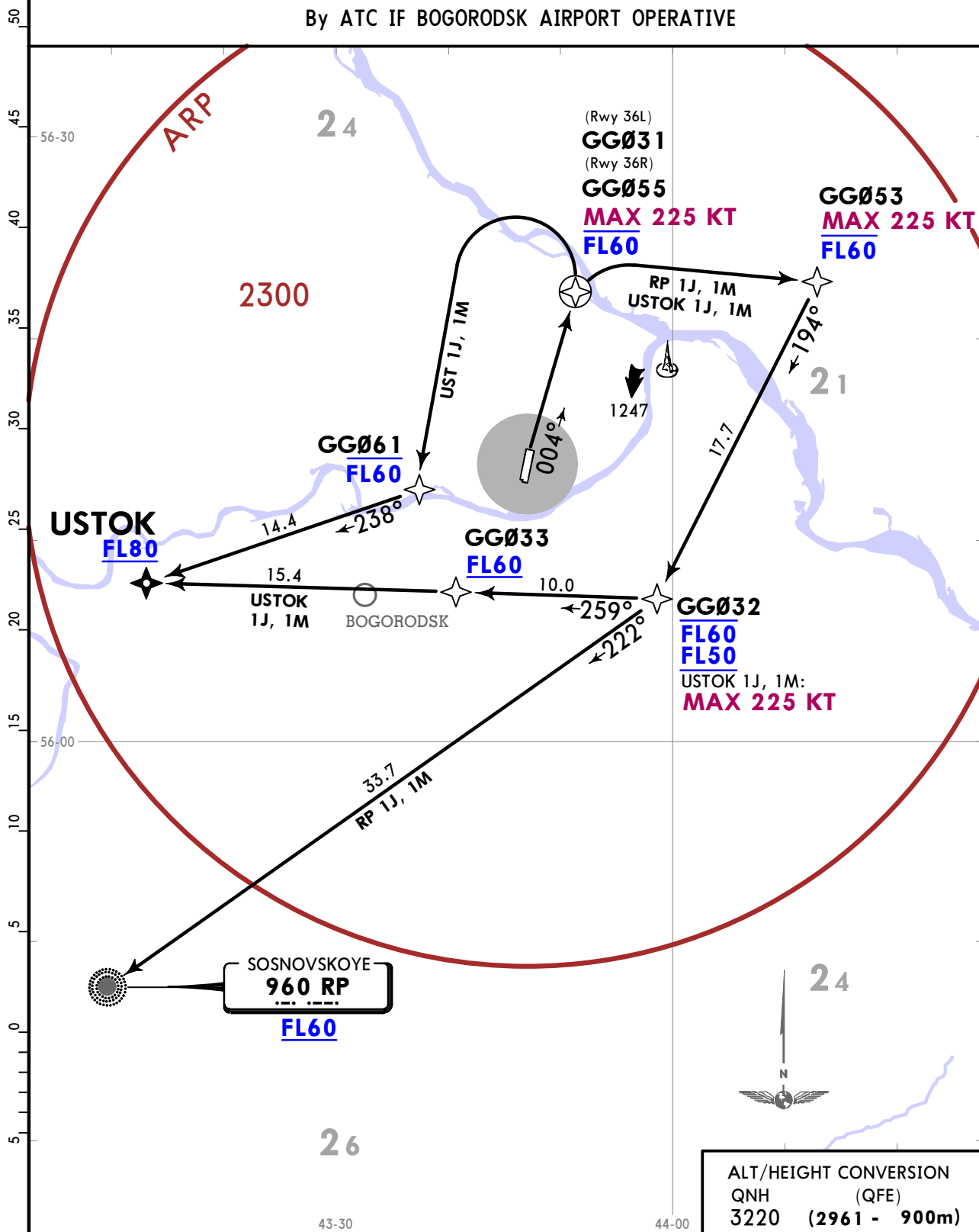
1. RNAV 1.
2. GNSS is required.
3. Rwy 36R: Turn before DER is prohibited.
4. EXPECT close-in obstacles.

RP 1J [RP1J]
UST 1J [UST1J]
USTOK 1J [USTO1J]
RWY 36L

RP 1M [RP1M]
UST 1M [UST1M]
USTOK 1M [USTO1M]
RWY 36R

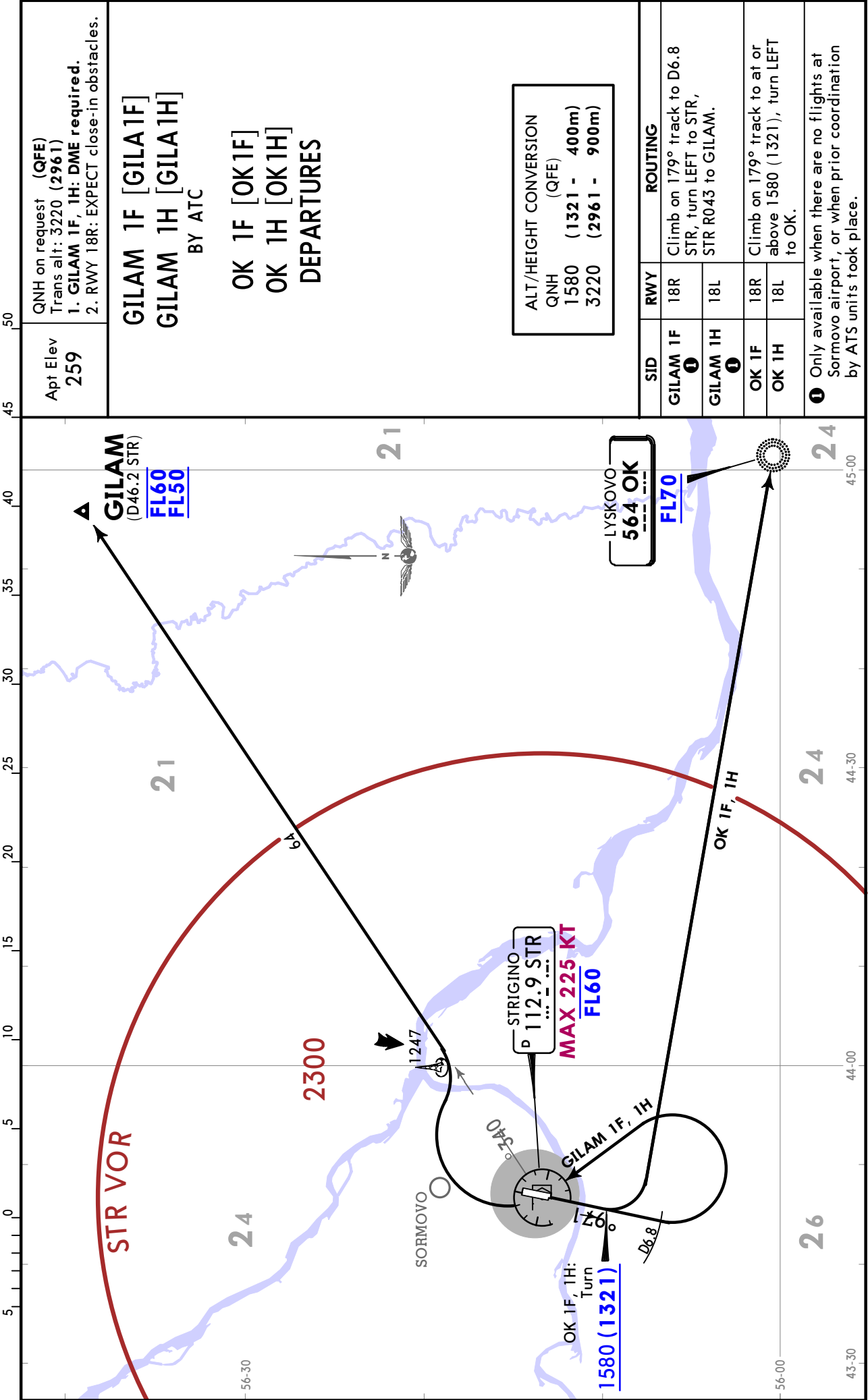
RNAV DEPARTURES

By ATC IF BOGORODSK AIRPORT OPERATIVE



UWGG/GOJ
STRIGINO

JEPPESEN NIZHNY NOVGOROD, RUSSIA
29 DEC 17 **10-3G** Eff 4 Jan **SID**



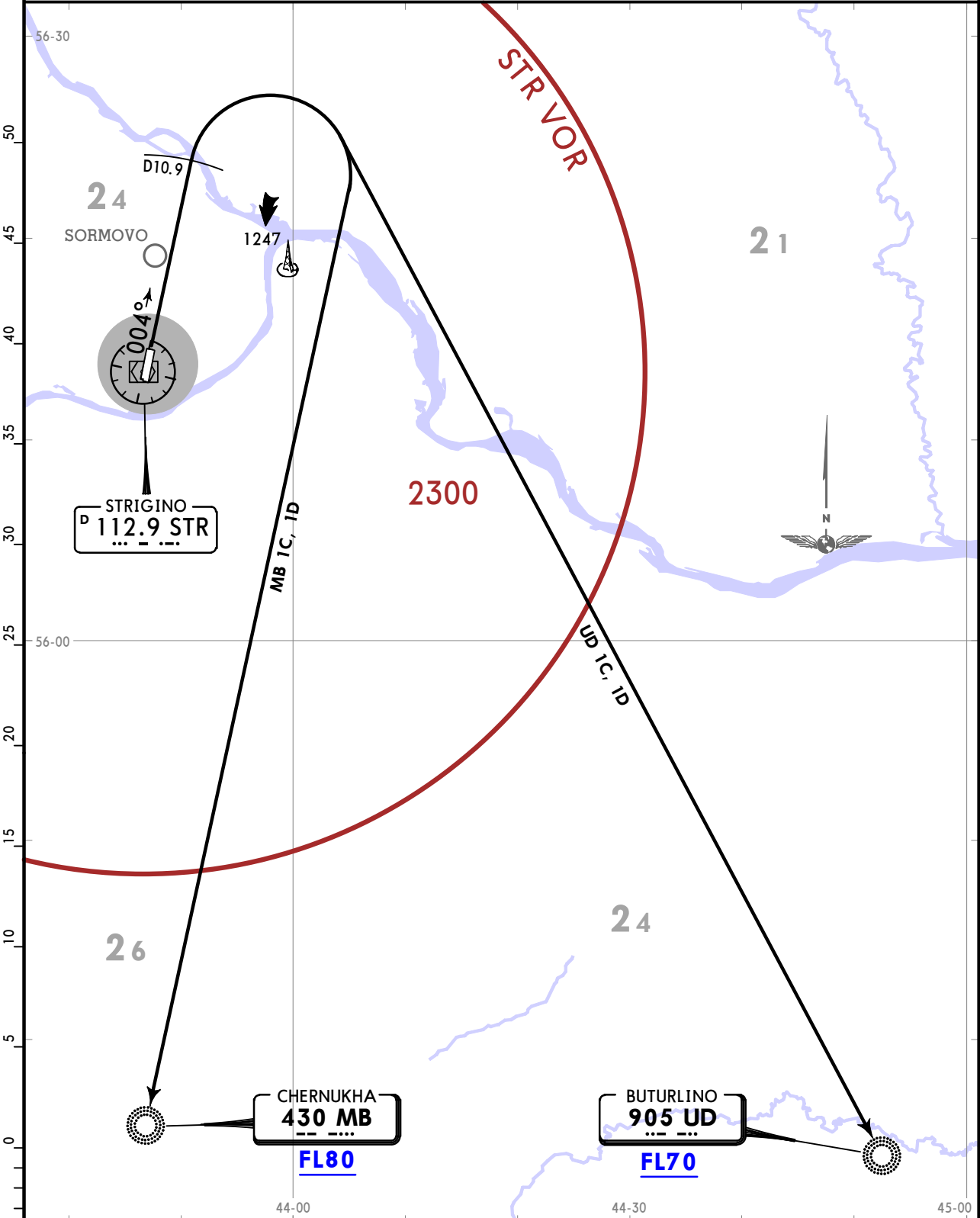
UWGG/GOJ
STRIGINO

JEPPESSEN NIZHNY NOVGOROD, RUSSIA
29 DEC 17 **(10-3H)** **Eff 4 Jan** **SID**

Apt Elev
259

QNH on request (QFE)
Trans alt: 3220 (2961)
1. DME required.
2. EXPECT close-in obstacles.

MB 1C, MB 1D
UD 1C, UD 1D
DEPARTURES



SID	RWY	ROUTING
MB 1C	36L	Climb on 004° track to D10.9 STR, turn RIGHT to MB.
MB 1D	36R	
UD 1C	36L	Climb on 004° track to D10.9 STR, turn RIGHT to UD.
UD 1D	36R	

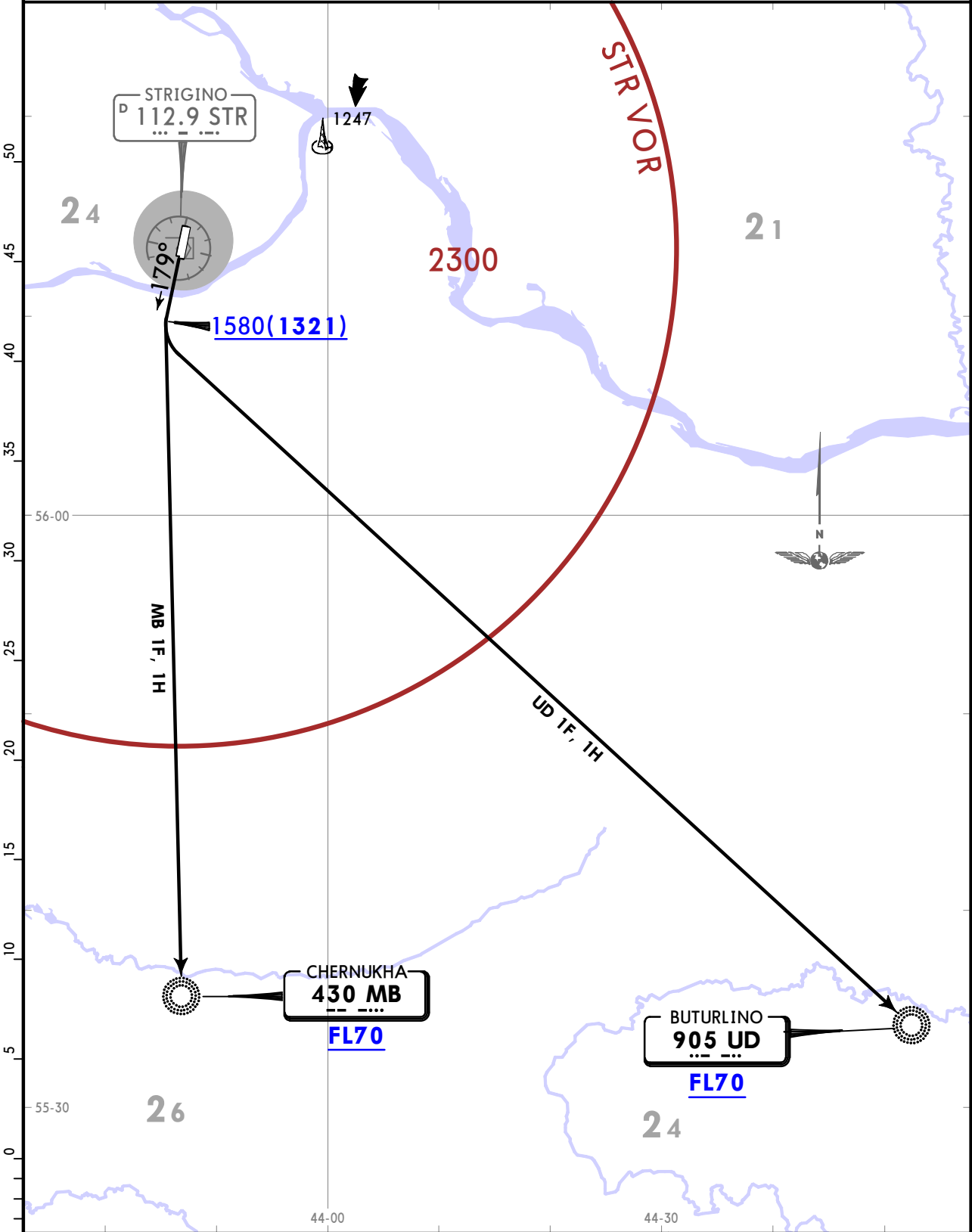
ALT/HEIGHT CONVERSION	
QNH	(QFE)
3220	(2961 - 900m)

UWGG/GOJ
STRIGINO

JEPPESSEN NIZHNY NOVGOROD, RUSSIA
29 DEC 17 **(10-3J)** **Eff 4 Jan** **SID**

Apt Elev 259	QNH on request (QFE) Trans alt: 3220 (2961) RWY 18R: EXPECT close-in obstacles.
-----------------	---

MB 1F, MB 1H
UD 1F, UD 1H
DEPARTURES



SID	RWY	ROUTING	ALT/HEIGHT CONVERSION QNH (QFE)
MB 1F	18R	Climb on 179° track to at or above 1580 (1321), turn LEFT to MB.	1580 (1321 - 400m)
MB 1H	18L		3220 (2961 - 900m)
UD 1F	18R	Climb on 179° track to at or above 1580 (1321), turn LEFT to UD.	
UD 1H	18L		

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JEPPESSEN NIZHNY NOVGOROD, RUSSIA

29 DEC 17

10-3K

Eff 4 Jan

SID

Apt Elev
259

QNH on request (QFE)
Trans alt: 3220 (2961)
1. DME required.
2. EXPECT close-in obstacles.

RP 1C [RP1C]

RP 1D [RP1D]

BY ATC

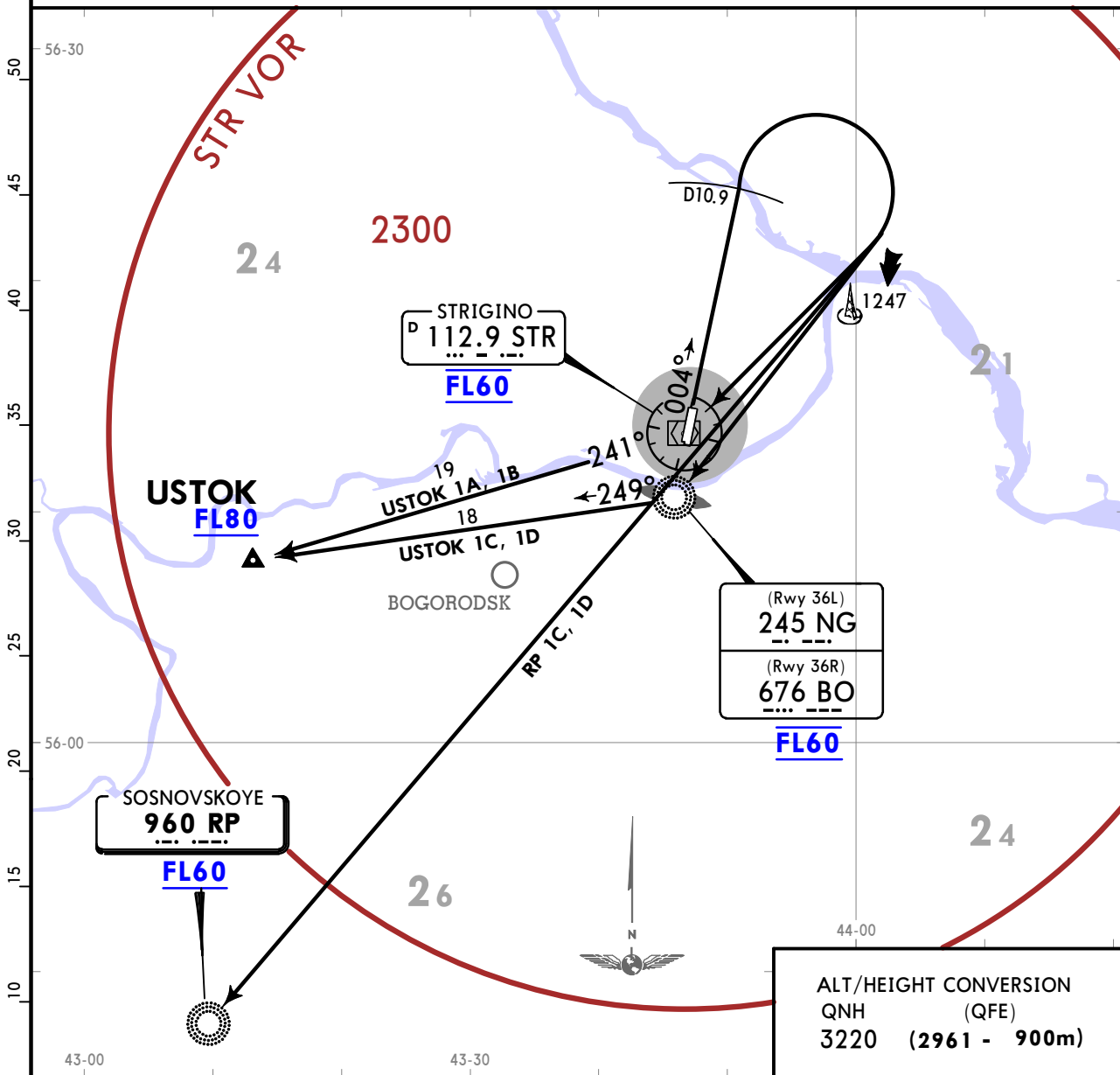
USTOK 1A [USTO1A]

USTOK 1B [USTO1B]

USTOK 1C [USTO1C]

USTOK 1D [USTO1D]

DEPARTURES



These SIDs require minimum climb gradients of

RB 1C, 1D: 7.0% up to FL60 due to airspace limitation.

USTOK 1A, 1B: 4.0% up to FL60 due to airspace limitation.

Not applicable, by coordination with ATS, when Bogorodsk airport is inoperative.

Gnd speed-KT	75	100	150	200	250	300
4.0% V/V (fpm)	304	405	608	810	1013	1215
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

SID	RWY	ROUTING
RP 1C	36L	Climb on 004° track to D10.9 STR, turn RIGHT to RP.
RP 1D	36R	
USTOK 1A	36L	Climb on 004° track to D10.9 STR, turn RIGHT to STR, STR R241 to USTOK.
USTOK 1B	36R	
USTOK 1C	36L	Climb on 004° track to D10.9 STR, turn RIGHT to NG, 249° bearing to USTOK.
USTOK 1D	36R	Climb on 004° track to D10.9 STR, turn RIGHT to BO, 249° bearing to USTOK.

UWGG/GOJ
STRIGINO

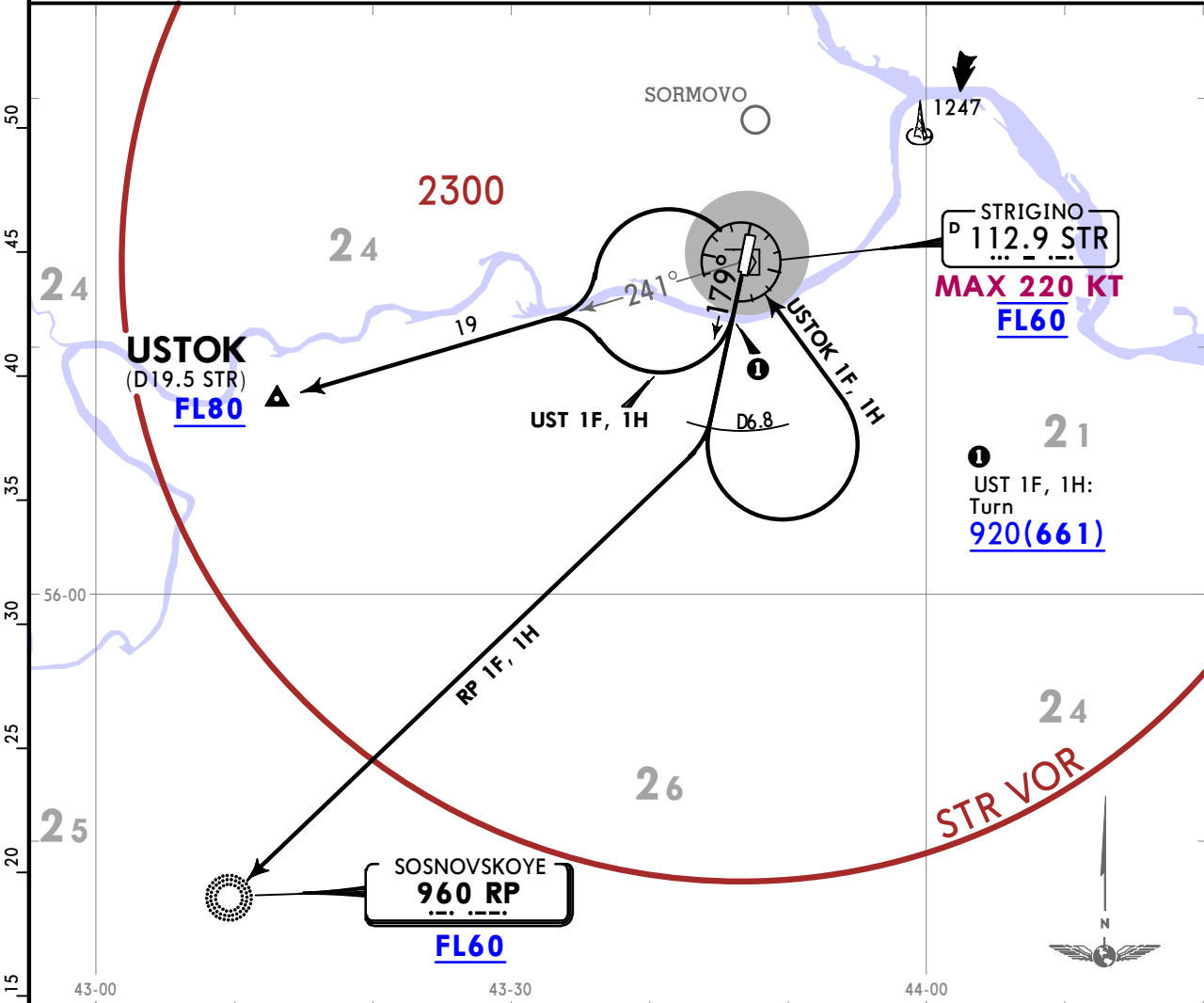
JEPPESSEN NIZHNY NOVGOROD, RUSSIA
29 DEC 17 **10-3L** Eff 4 Jan **SID**

Apt Elev
259

QNH on request (QFE)
Trans alt: 3220 (2961)
1. DME required.
2. RWY 18R: EXPECT close-in obstacles.

RP 1F [RP1F], RP 1H [RP1H] USTOK 1F [USTO1F]
UST 1F [UST1F], UST 1H [UST1H] USTOK 1H [USTO1H]
BY ATC

DEPARTURES



These SIDs require minimum climb gradients of

- UST 1F:** 4.0% up to 1740 (1481), then 5.3% up to 2400 (2141) due to airspace limitation.
UST 1H: 3.9% up to 1740 (1481), then 5.3% up to 2400 (2141) due to airspace limitation.
USTOK 1F: 6.3% up to FL60 due to airspace limitation.
USTOK 1H: 7.0% up to FL60 due to airspace limitation.

Gnd speed-KT	75	100	150	200	250	300
3.9% V/V (fpm)	296	395	592	790	987	1185
4.0% V/V (fpm)	304	405	608	810	1013	1215
5.3% V/V (fpm)	403	537	805	1073	1342	1610
6.3% V/V (fpm)	478	638	957	1276	1595	1914
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

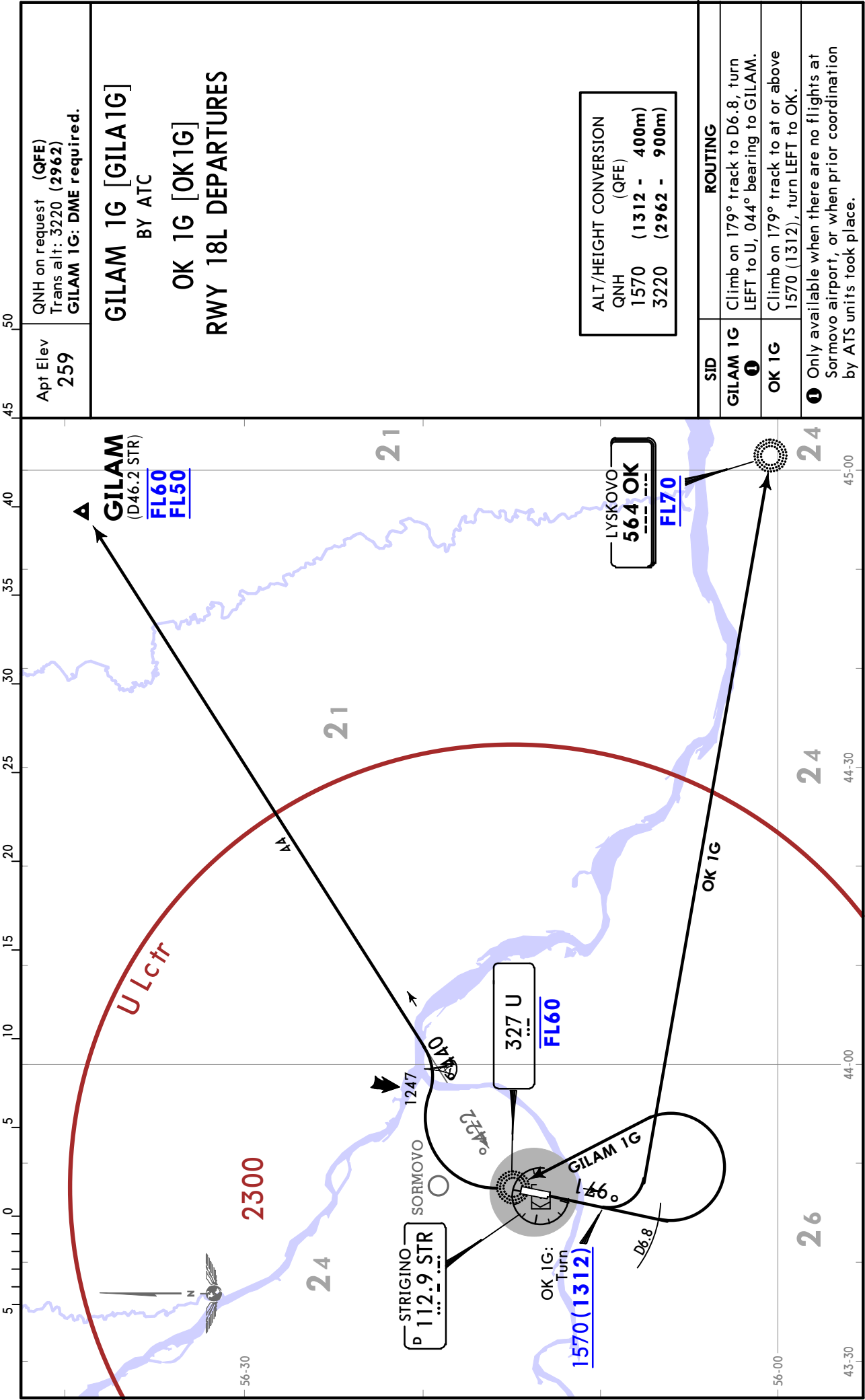
SID	RWY	ROUTING
RP 1F	18R	Climb on 179° track to D6.8 STR, turn RIGHT to RP.
RP 1H	18L	
UST 1F ②	18R	Climb on 179° track to 920 (661), turn RIGHT, intercept STR R241 to USTOK.
UST 1H ②	18L	
USTOK 1F ②	18R	Climb on 179° track to D6.8, turn LEFT to STR, STR R241 to USTOK.
USTOK 1H ②	18L	

ALT/HEIGHT CONVERSION	
QNH	(QFE)
920	(661 - 200m)
1740	(1481 - 450m)
2400	(2141 - 650m)
3220	(2961 - 900m)

② Only available when there are no flights at Sormovo airport, or when prior coordination by ATS units took place.

UWGG/GOJ
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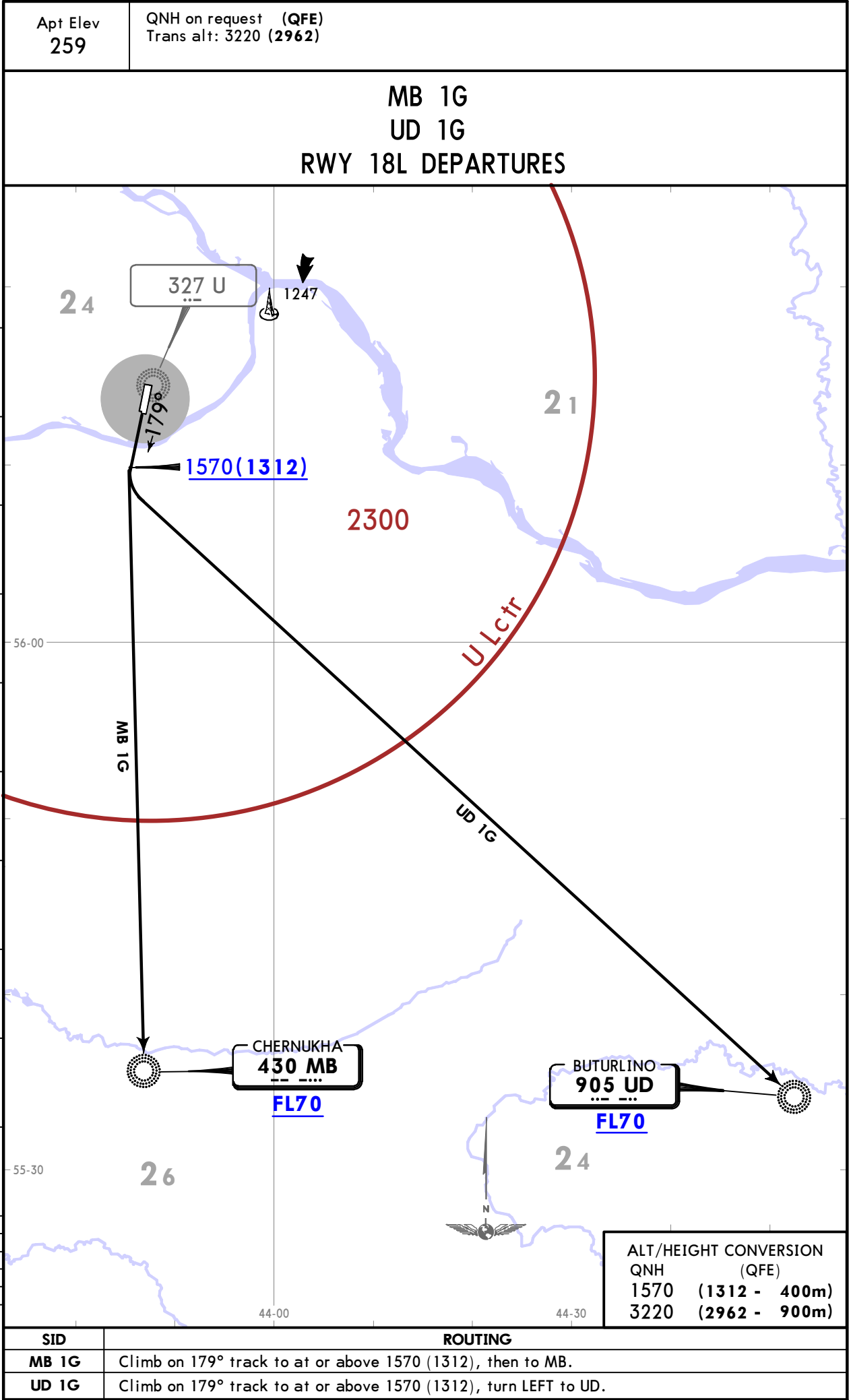
JEPPESSEN NIZHNY NOVGOROD, RUSSIA
29 DEC 17 **10-3M** Eff 4 Jan **SID**





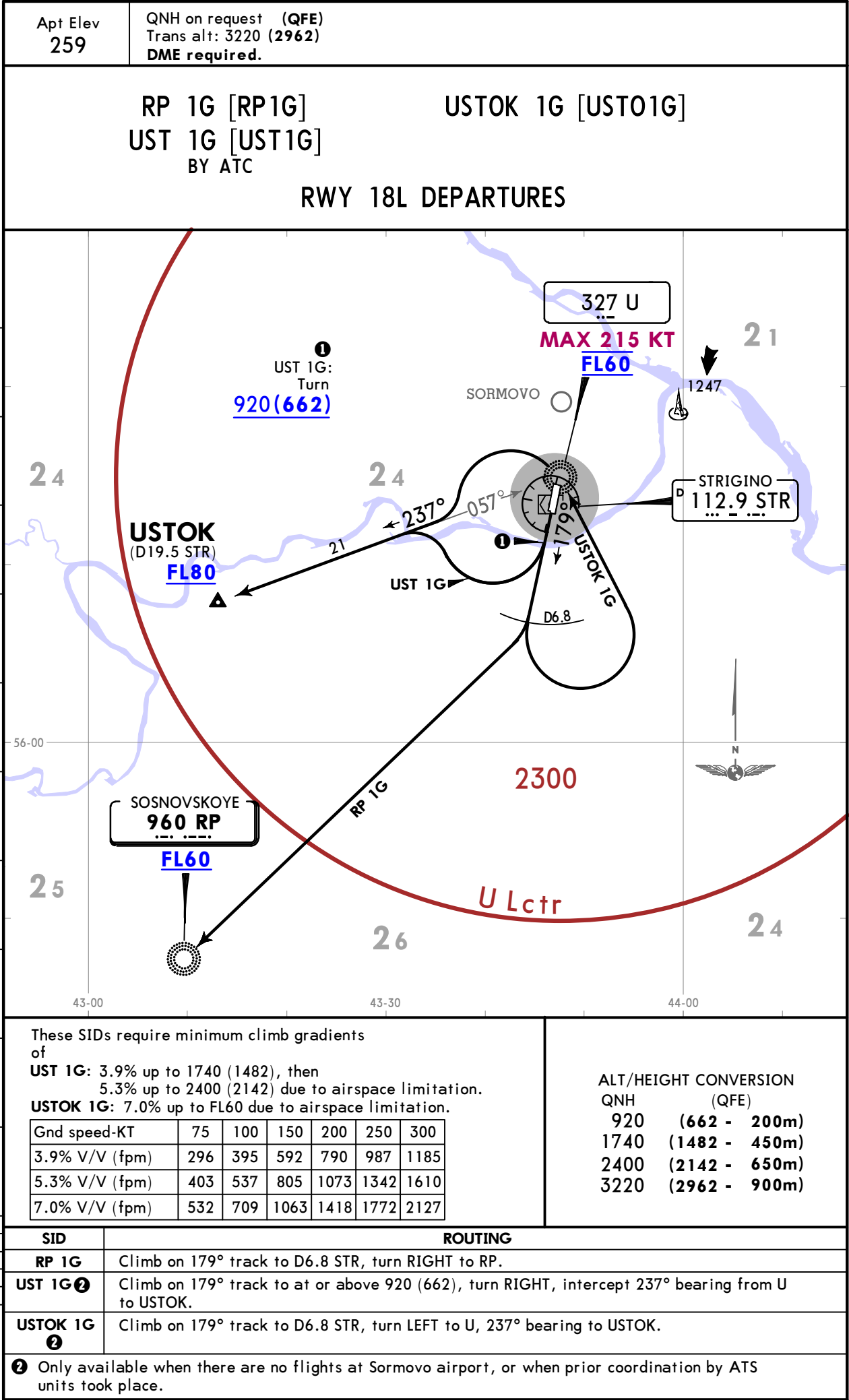
UWGG/GOJ
STRIGINO

JEPPesen NIZHNY NOVGOROD, RUSSIA
29 DEC 17 (10-3P) Eff 4 Jan **SID**



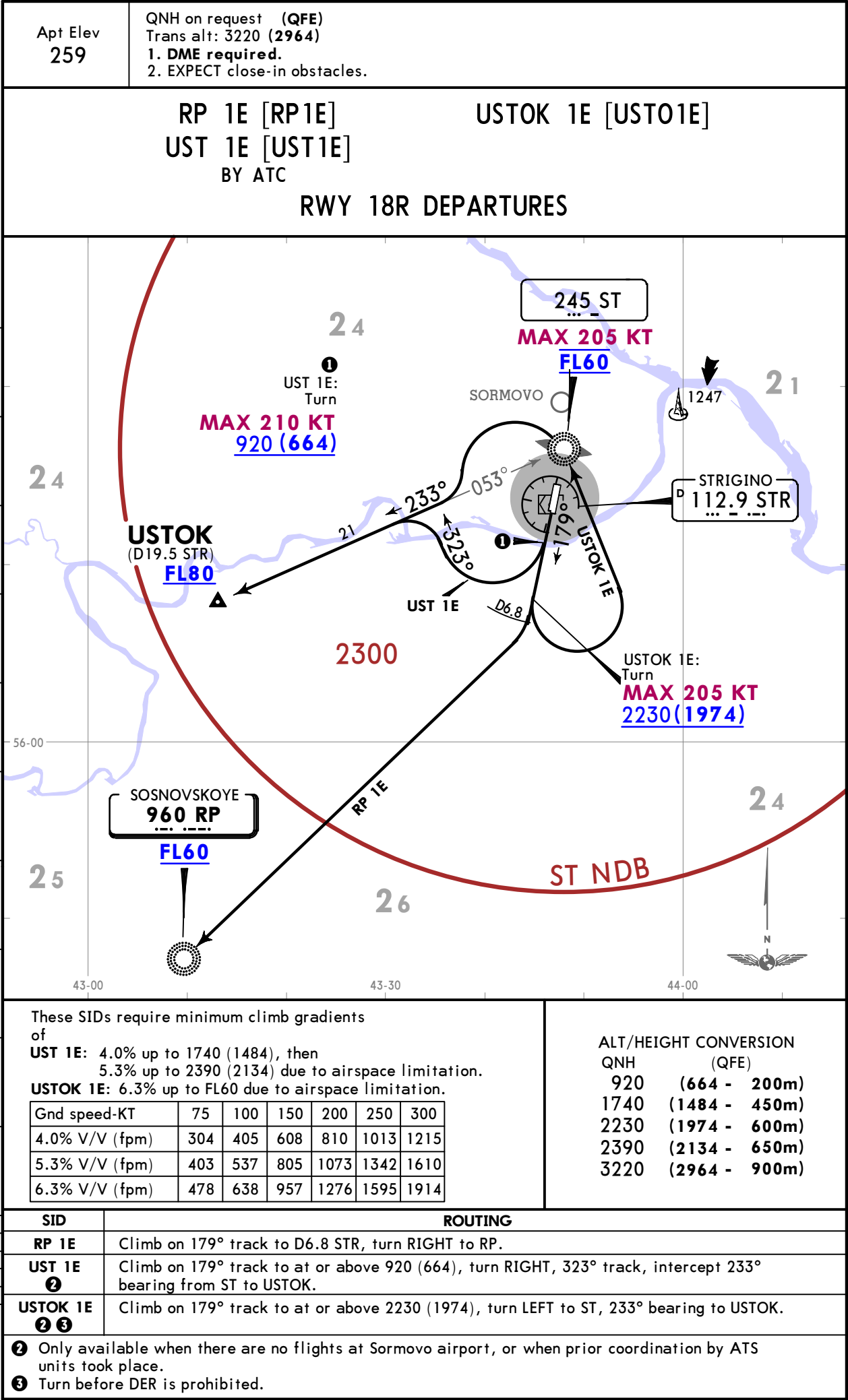
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JEPPESSEN NIZHNY NOVGOROD, RUSSIA
29 DEC 17 **(10-3S)** **Eff 4 Jan** **SID**



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JEPPESSEN NIZHNY NOVGOROD, RUSSIA
29 DEC 17 **(10-3T)** Eff 4 Jan **SID**



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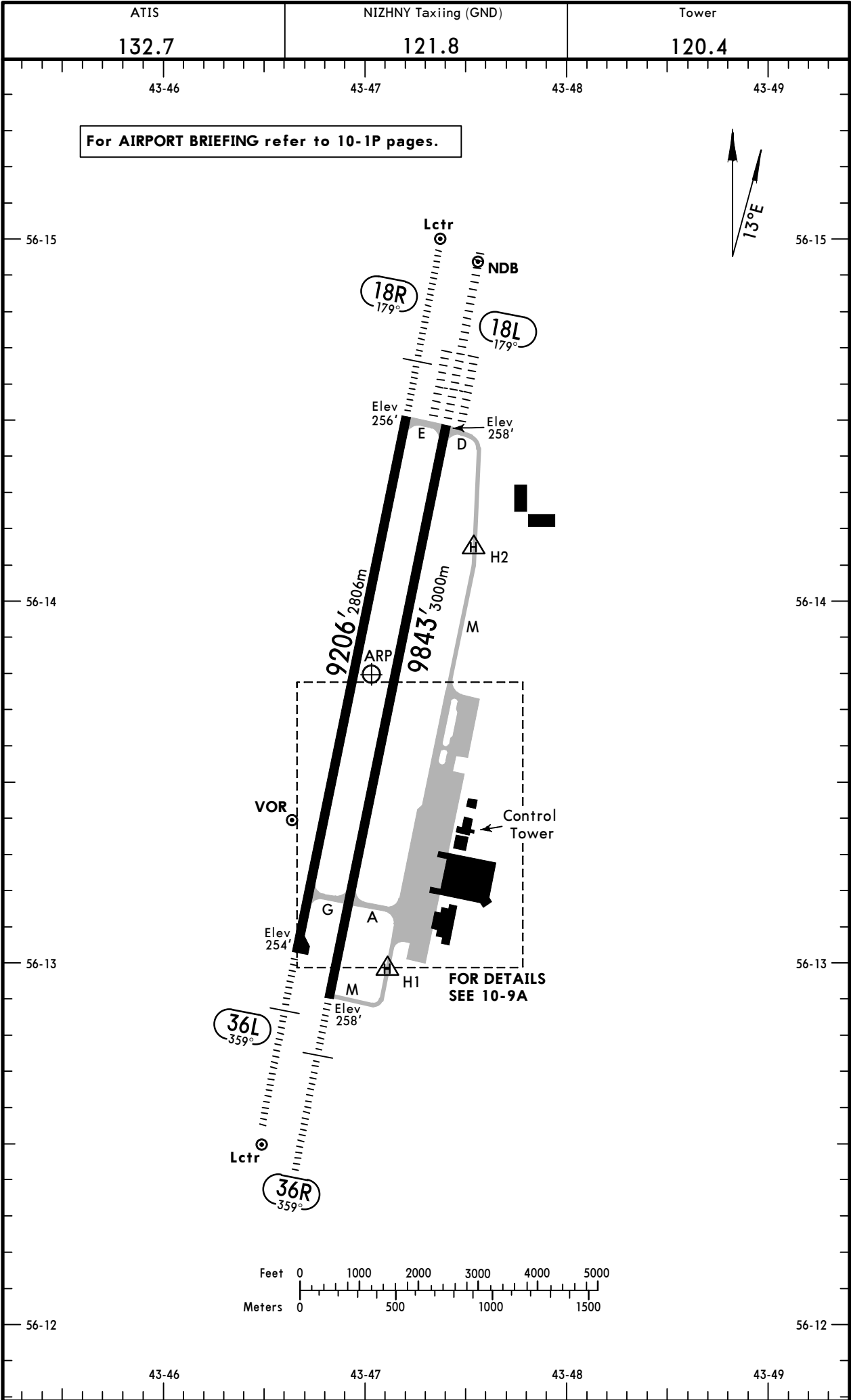
Apt Elev **259'**
N56 13.8 E043 47.1



JEPPESSEN NIZHNY NOVGOROD, RUSSIA

12 APR 19 **(10-9)** Eff **25 Apr**

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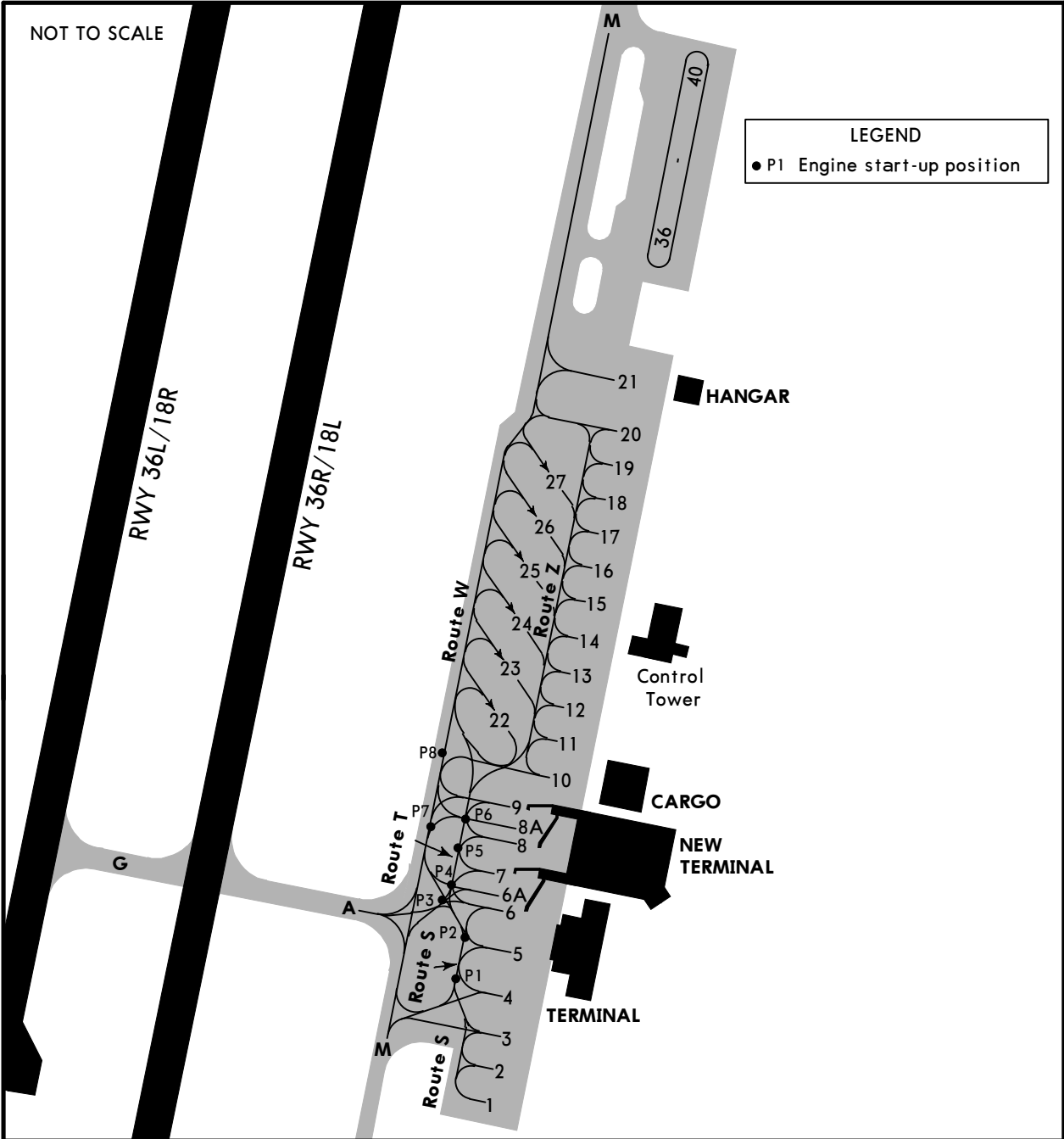


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12 APR 19 10-9A Eff 25 Apr

JEPPESEN NIZHNY NOVGOROD, RUSSIA

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ADDITIONAL RUNWAY INFORMATION									
RWY						USABLE LENGTHS		TAKE-OFF	WIDTH
						LANDING BEYOND			
						Threshold	Glide Slope		
18L	HIRL (60m)	CL (15m)	HIALS-II	TDZ ❶	RVR		8810' 2685m	❷	148'
36R	HIRL (60m)	CL (15m)	HIALS	PAPI-L (3.0°)			8750' 2667m		45m
❶ PAPI-L (3.0°)									
❷ TAKE-OFF RUN AVAILABLE <u>RWY 36R:</u> From rwy head 9843' (3000m) 									

CHANGES: Usable lengths.

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INS COORDINATES			
STAND No.	COORDINATES	STAND No.	COORDINATES
1, 2	N56 13.0 E043 47.3	16 thru 18	N56 13.4 E043 47.4
3 thru 6A	N56 13.1 E043 47.3	19	N56 13.4 E043 47.5
7 thru 9	N56 13.2 E043 47.3	20, 21	N56 13.5 E043 47.5
10	N56 13.2 E043 47.4	22 thru 24	N56 13.3 E043 47.3
11 thru 15	N56 13.3 E043 47.4	25, 26	N56 13.4 E043 47.3
		27	N56 13.4 E043 47.4

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12 JAN 18

10-9S
NIZHNY NOVGOROD, RUSSIA
STRIGINO
Standard

STRAIGHT-IN RWY		A	B	C	D
18L	CAT II ILS Z, X	358'(100') R300m	358'(100') R300m	358'(100') R300m	358'(100') R300m
	ILS Z, X FULL	458'(200') R550m	458'(200') R550m	458'(200') R550m	458'(200') R550m
	TDZ or CL out	① R550m	① R550m	① R550m	① R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	② RNAV (GNSS) LNAV ALS out	610'(352') R900m R1500m	610'(352') R900m R1500m	610'(352') R900m R1600m	610'(352') R900m R1600m
	② VOR Z ALS out	710'(452') R1400m R1500m	710'(452') R1400m R1500m	710'(452') R1400m R2100m	710'(452') R1400m R2100m
	② VOR X with D4.6 ALS out	630'(372') R1000m R1500m	630'(372') R1000m R1500m	630'(372') R1200m R1700m	630'(372') R1200m R1700m
	② VOR X w/o D4.6 ALS out	970'(712') R1500m R1500m	970'(712') R1500m R1500m	970'(712') R2600m R3300m	970'(712') R2600m R3300m
	② NDB Z ALS out	710'(452') R1400m R1500m	710'(452') R1400m R1500m	710'(452') R1400m R2100m	710'(452') R1400m R2100m
	② NDB Y ALS out	910'(652') R1500m R1500m	910'(652') R1500m R1500m	910'(652') R2300m R2400m	910'(652') R2300m R2400m
	NDB Y ALS out	910'(652') R2500m R3200m	910'(652') R2500m R3200m	910'(652') R2700m R3400m	910'(652') R2700m R3400m
	③ NDB Y	1480'(1222') R5000m	1480'(1222') R5000m	1480'(1222') R5000m	1480'(1222') R5000m
18R	ILS Z, X FULL ALS out	456'(200') ① R550m R1200m	456'(200') ① R550m R1200m	456'(200') ① R550m R1200m	456'(200') ① R550m R1200m
	GLS FULL ALS out	456'(200') ① R550m R1200m	456'(200') ① R550m R1200m	456'(200') ① R550m R1200m	456'(200') ① R550m R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	② RNAV (GNSS) LNAV ALS out	610'(354') R900m R1500m	610'(354') R900m R1500m	610'(354') R900m R1600m	610'(354') R900m R1600m
	② VOR Z ALS out	680'(424') R1300m R1500m	680'(424') R1300m R1500m	680'(424') R1300m R2000m	680'(424') R1300m R2000m
	② VOR X with D5.2 ALS out	680'(424') R1300m R1500m	680'(424') R1300m R1500m	680'(424') R1300m R2000m	680'(424') R1300m R2000m
	② VOR X w/o D5.2	1430'(1174') R1500m	1430'(1174') R1500m	1430'(1174') R2400m	1430'(1174') R2400m

① W/o HUD/AP/FD: RVR 750m.

② Continuous Descent Final Approach.

③ During UU(R)-355 activity.

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12 JAN 18

(10-9S1)
NIZHNY NOVGOROD, RUSSIA
STRIGINO
Standard

STRAIGHT-IN RWY		A	B	C	D
18R (contd)	① NDB Z	690' (434') R1300m	690' (434') R1300m	690' (434') R1300m	690' (434') R1300m
	ALS out	R1500m	R1500m	R2000m	R2000m
	① NDB Y	910' (654') R1500m	910' (654') R1500m	910' (654') R2300m	910' (654') R2300m
	ALS out	R1500m	R1500m	R2400m	R2400m
	NDB Y	910' (654') R2500m	910' (654') R2500m	910' (654') R2700m	910' (654') R2700m
	ALS out	R3200m	R3200m	R3400m	R3400m
	② NDB Y	1510' (1254') R5000m	1510' (1254') R5000m	1510' (1254') R5000m	1510' (1254') R5000m
	NDB X	730' (474') R1500m	730' (474') R1500m	730' (474') R1500m	730' (474') R1500m
	ALS out	R1500m	R1500m	R2200m	R2200m
36L	③ ILS Z, X FULL	454' (200') ④ R550m	454' (200') ④ R550m	454' (200') ④ R550m	454' (200') ④ R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	⑤ ILS Z, X FULL	628' (374') R1000m	638' (384') R1100m	648' (394') R1100m	658' (404') R1200m
	ALS out	R1500m	R1500m	R1800m	R1900m
	③ GLS FULL	454' (200') ④ R550m	454' (200') ④ R550m	454' (200') ④ R550m	454' (200') ④ R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	⑤ GLS FULL	629' (375') R1000m	638' (384') R1100m	648' (394') R1100m	658' (404') R1200m
	ALS out	R1500m	R1500m	R1800m	R1900m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	①③ RNAV (GNSS) LNAV	640' (386') R1100m	640' (386') R1100m	640' (386') 1100m	640' (386') R1100m
	ALS out	R1500m	R1500m	R1800m	R1800m
	①⑤ RNAV (GNSS) LNAV	920' (666') R1500m	920' (666') R1500m	920' (666') R2400m	920' (666') R2400m
	①③ VOR Z or X with D2.1	680' (426') R1300m	680' (426') R1300m	680' (426') R1300m	680' (426') R1300m
	ALS out	R1500m	R1500m	R2000m	R2000m
	①⑤ VOR Z or X w/o D2.1	920' (666') R1500m	920' (666') R1500m	920' (666') R2400m	920' (666') R2400m
	①③ NDB Z with D2.1	680' (426') R1300m	680' (426') R1300m	680' (426') R1300m	680' (426') R1300m
	ALS out	R1500m	R1500m	R2000m	R2000m
	①③ NDB Z w/o D2.1	870' (616') R1500m	870' (616') R1500m	870' (616') R2100m	870' (616') R2100m
	ALS out	R1500m	R1500m	R2400m	R2400m
	① NDB Y	1150' (896') R1500m	1150' (896') R1500m	1150' (896') R2400m	1150' (896') R2400m
	NDB Y	1150' (896') R3500m	1150' (896') R3500m	1150' (896') R3700m	1150' (896') R3700m
	ALS out	R4200m	R4200m	R4400m	R4400m
	①③ NDB X with D2.1	660' (406') R1200m	660' (406') R1200m	660' (406') R1200m	660' (406') R1200m
	ALS out	R1500m	R1500m	R1900m	R1900m
	①⑤ NDB X w/o D2.1	940' (686') R1500m	940' (686') R1500m	940' (686') R2400m	940' (686') R2400m

① Continuous Descent Final Approach. **②** During UU(R)-355 activity.

③ Missed Approach Climb Gradient MIM 3.0%. **④** W/o HUD/AP/FD: RVR 750m.

⑤ Missed Approach Climb Gradient MIM 2.5%.

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12 JAN 18

Standard
10-9S2
NIZHNY NOVGOROD, RUSSIA
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STRAIGHT-IN RWY		A	B	C	D
36R	① ILS Z, X FULL ALS out	458' (200') ② R550m R1200m	458' (200') ② R550m R1200m	458' (200') ② R550m R1200m	458' (200') ② R550m R1200m
	③ ILS Z, X FULL ALS out	668' (410') R1200m R1500m	678' (420') R1200m R1500m	688' (430') R1300m R2000m	698' (440') R1300m R2000m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	①④ RNAV (GNSS) LNAV ALS out	640' (382') R1100m R1500m	640' (382') R1100m R1500m	640' (382') 1100m R1800m	640' (382') R1100m R1800m
	③④ RNAV (GNSS) LNAV ALS out	910' (652') R1500m R1500m	910' (652') R1500m R1500m	910' (652') R2300m R2400m	910' (652') R2300m R2400m
	①④ VOR Z, X with D2.2 ALS out	740' (482') R1500m R1500m	740' (482') R1500m R1500m	740' (482') R1500m R2300m	740' (482') R1500m R2300m
	③④ VOR Z, X w/o D2.2 ALS out	970' (712') R1500m R1500m	970' (712') R1500m R1500m	970' (712') R2600m R3300m	970' (712') R2600m R3300m
	①④ NDB X with D2.1 ALS out	680' (422') R1300m R1500m	680' (422') R1300m R1500m	680' (422') R1300m R2000m	680' (422') R1300m R2000m
	③④ NDB X w/o D2.1	920' (662') R1500m	920' (662') R1500m	920' (662') R2400m	920' (662') R2400m

① Missed Approach Climb Gradient MIM 3.0%.

② W/o HUD/AP/FD: RVR 750m.

③ Missed Approach Climb Gradient MIM 2.5%.

④ Continuous Descent Final Approach.

CIRCLE-TO-LAND ⑤	100 KT	135 KT	180 KT	205 KT
	730' (471')	920' (661')	1170' (911')	1710' (1451')
after VOR X 18L	970' (711')	970' (711')	1170' (911')	1710' (1451')
after VOR X 18R	1430' (1171')	1430' (1171')	1430' (1171')	1710' (1451')
after VOR Z, X 36L	920' (661')	920' (661')	1170' (911')	1710' (1451')
after VOR X 36R	970' (711')	970' (711')	1170' (911')	1710' (1451')
after VOR Z 36R	970' (711')	970' (711')	1170' (911')	1710' (1451')
after NDB Y 18L/R	910' (651')	920' (661')	1170' (911')	1710' (1451')
after NDB Z 36L	870' (611')	920' (661')	1170' (911')	1710' (1451')
after NDB Y 36L	1150' (891')	1150' (891')	1150' (891')	1710' (1451')
after NDB X 36L	940' (681')	940' (681')	1170' (911')	1710' (1451')
after NDB X 36R	920' (661')	920' (661')	1170' (911')	1710' (1451')
	V1500m ⑥	V1600m ⑥	V2400m ⑥	V3600m ⑥

⑤ Prohibited in sector inbound 194° - 344° clockwise.

⑥ or higher minimums of preceding straight-in approach.

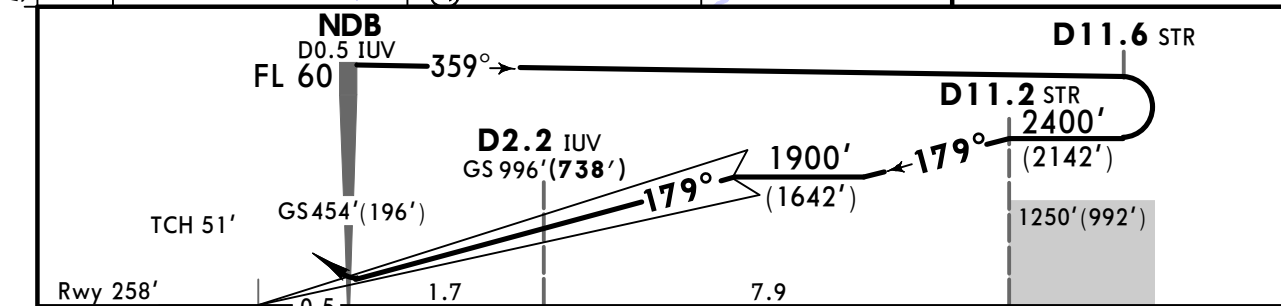
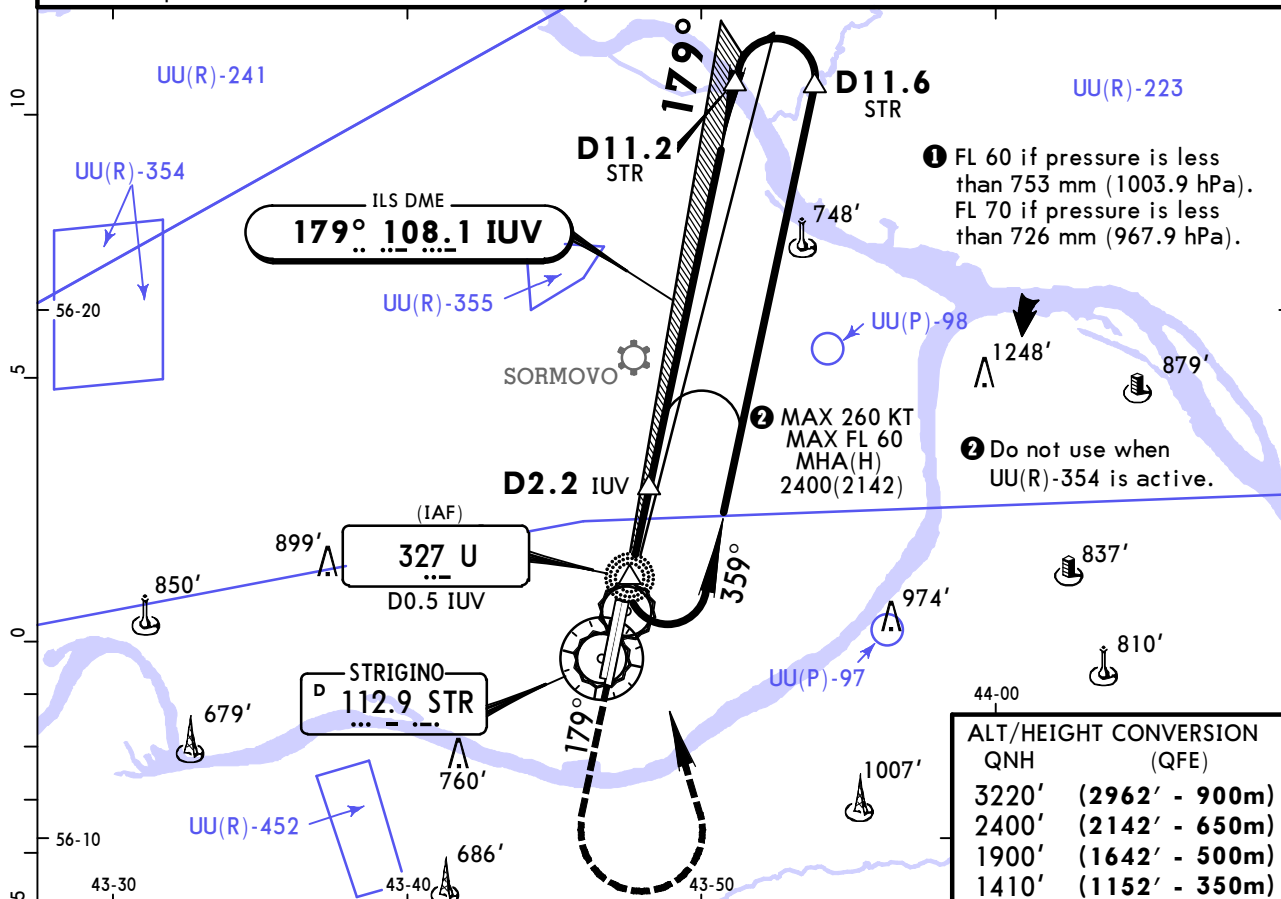
TAKE-OFF

Low Visibility Take-off						
HIRL, CL & relevant RVR		RL, CL & relevant RVR	RL & CL	Day: RL & RCLM Night: RL or CL	Day: RL or RCLM Night: RL or CL	Adequate vis ref (Day only)
A	TDZ, MID, RO R125m	TDZ, MID, RO R150m	R200m	R300m	400m	500m
B						
C						
D						

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JEPPESSEN NIZHNY NOVGOROD, RUSSIA
12 APR 19 **(11-1)** Eff 25 Apr **ILS Z Rwy 18L**

ATIS	NIZHNY Approach	NIZHNY Radar	NIZHNY Tower	Ground
132.7	124.7	120.8	120.4	121.8
ILS IUV 108.1	Final Apch Crs 179°	GS D2.2 IUV 996' (738')	ILS DA(H) 458' (200')	Appt Elev 259' Rwy 258'
MISSED APCH: Climb on 179° to 1410' (1152') or above (MAX 250 KT), then turn LEFT to NDB climbing to 2400' (2142') or above, then according to chart or proceed to holding.				2300 MSA U NDB
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 ① Trans alt: 3220' (2962')				
1. DME required. 2. ILS DME reads zero at Rwy 18L THR. 3. Racetrack restricted to MAX 185 KT.				



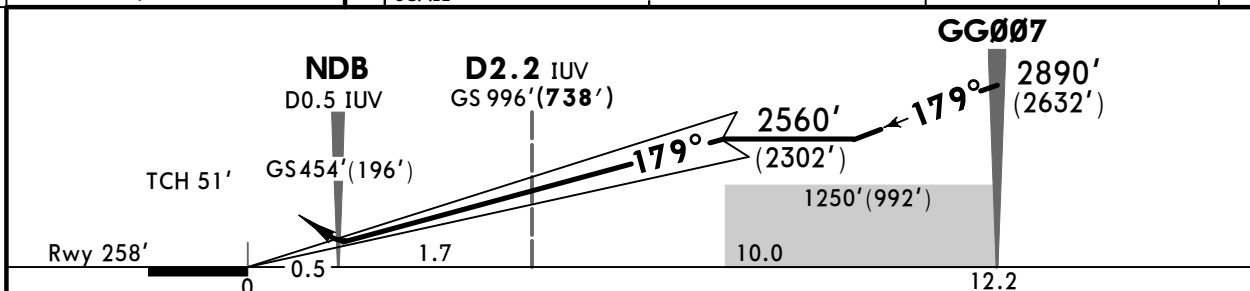
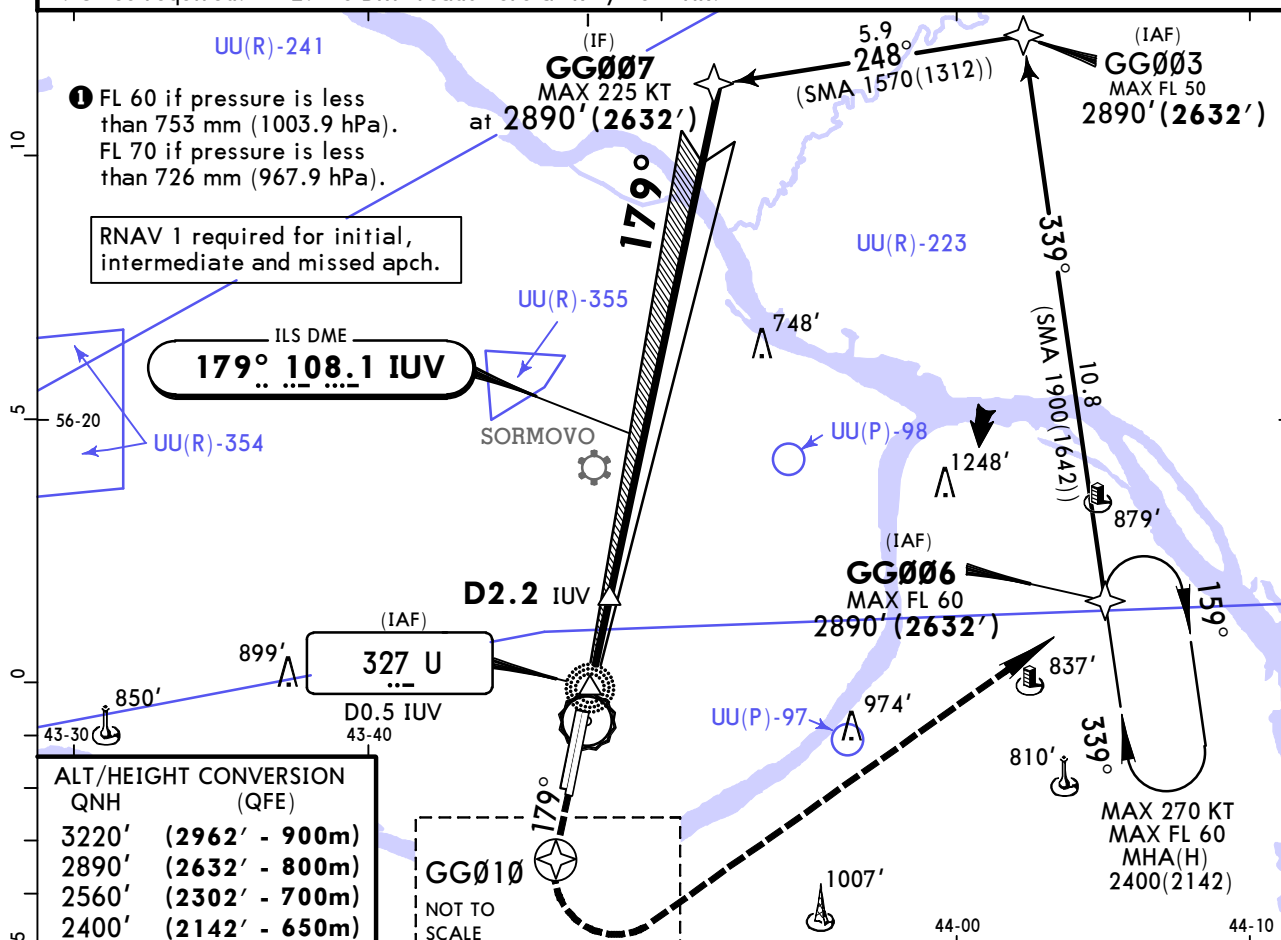
Gnd speed-Kts	70	90	100	120	140	160		HIALS-II	MIM		
GS	3.00°	372	478	531	637	743	849	PAPI	1410' (1152') op	179°	250 KT MAX

STRAIGHT-IN LANDING RWY 18L				LOC (GS out)		CIRCLE-TO-LAND	
ILS				DA(H) 458' (200')		Prohibited in sector inbound 194° - 344° clockwise	
FULL				TDZ or CL out		ALS out	
RVR 550m VIS 800m				RVR 720m VIS 800m		1200m	
NOT AUTHORIZED				NOT AUTHORIZED		NOT AUTHORIZED	
Max Kts				MDA(H)			
100				730' (471')		1600m	
135				920' (661')		1600m	
180				1170' (911')		4400m	
205				1710' (1451')		4800m	

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JEPPESSEN NIZHNY NOVGOROD, RUSSIA
12 APR 19 **11-2** Eff 25 Apr **ILS X Rwy 18L**

ATIS	NIZHNY Approach	NIZHNY Radar	NIZHNY Tower	Ground
132.7	124.7	120.8	120.4	121.8
ILS IUV 108.1	Final Apch Crs 179°	GS D2.2 IUV 996' (738')	ILS DA(H) 458' (200')	Apt Elev 259' Rwy 258'
MISSED APCH: Climb on 179° to GG010, then turn LEFT to GG006 climbing to 2890' (2632') or above, then according to chart or or proceed to holding.				2300 MSA ARP
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 1 Trans alt: 3220' (2962')				
1. GNSS required. 2. ILS DME reads zero at Rwy 18L THR.				



GG010	179°
-------	------

STRAIGHT-IN LANDING RWY 18L			CIRCLE-TO-LAND	
ILS			Prohibited in sector inbound 194° - 344° clockwise	
DA(H) 458' (200')				
FULL	TDZ or CL out	ALS out		
A			Max Kts	MDA(H)
B			100	730' (471') 1600m
C			135	920' (661') 1600m
D			180	1170' (911') 4400m
			205	1710' (1451') 4800m

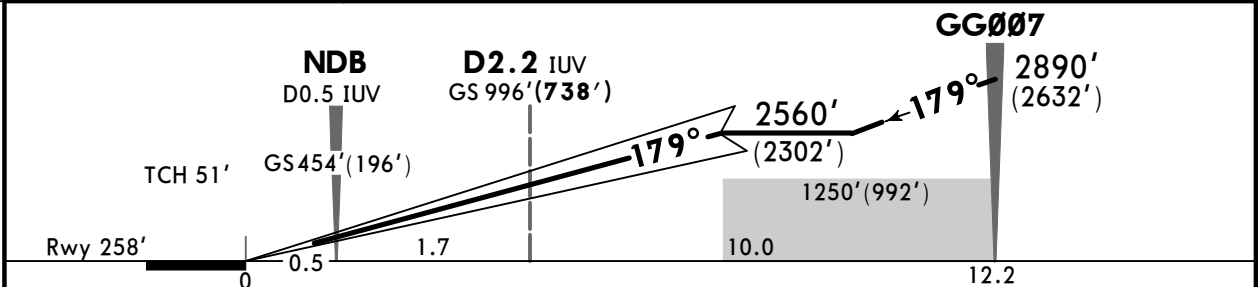
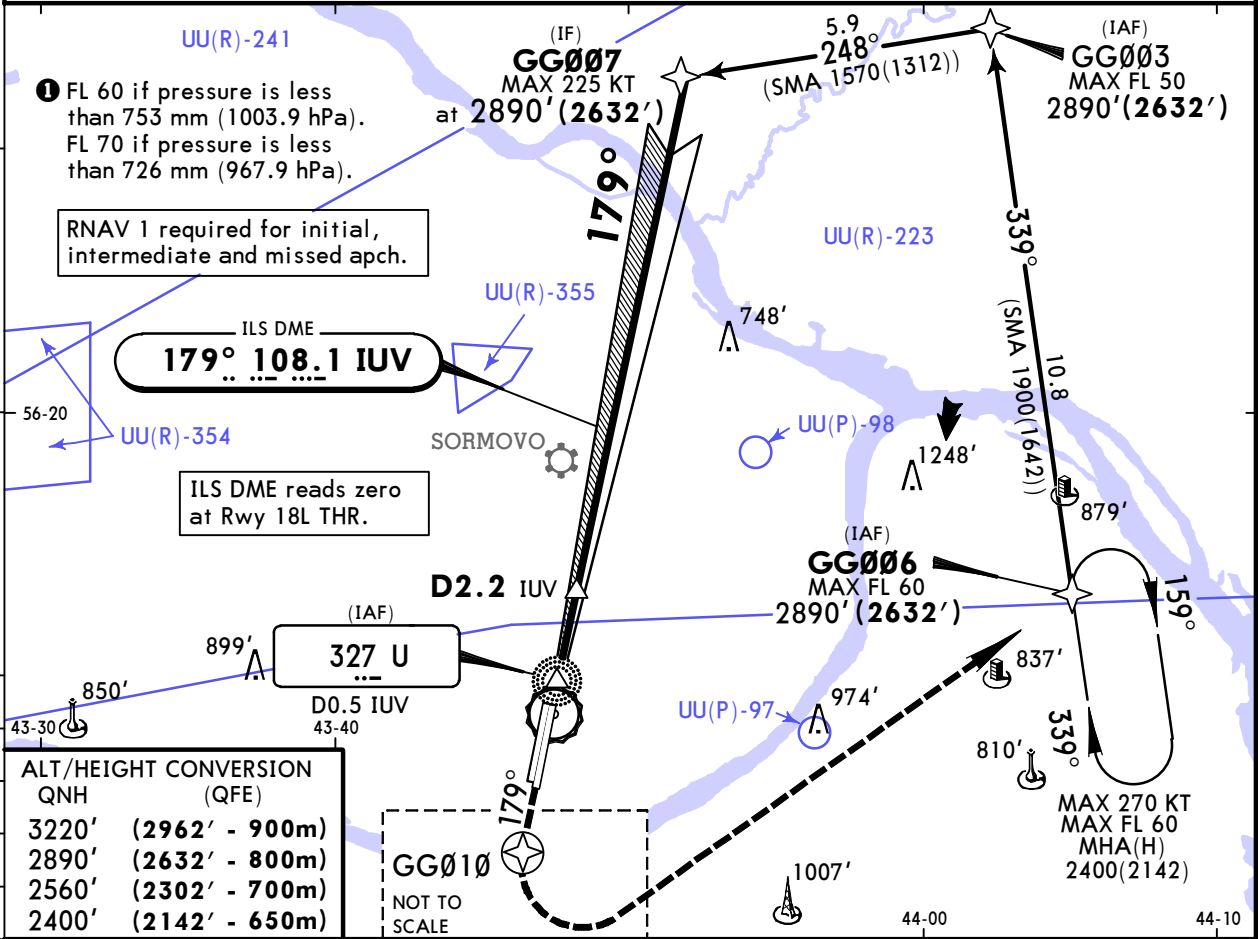
CHANGES: ATIS frequency.

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JEPPESSEN NIZHNY NOVGOROD, RUSSIA
12 APR 19 11-2A Eff 25 Apr CAT II ILS X Rwy 18L

ATIS	NIZHNY Approach	NIZHNY Radar	NIZHNY Tower	Ground
132.7	124.7	120.8	120.4	121.8
ILS IUV 108.1	Final Apch Crs 179°	GS D2.2 IUV 996'(738')	CAT II ILS DA(H) 358'(100')	Apt Elev 259' Rwy 258'
MISSED APCH: Climb on 179° to GG010, then turn LEFT to GG006 climbing to 2890'(2632') or above, then according to chart or or proceed to holding.				2300 MSA ARP
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 1 Trans alt: 3220' (2962')				
1. GNSS required. 2. Special aircrew and acft certification required.				



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	GG010 179°
GS	3.00°	372	478	531	637	743	PAPI	↑ on

STRAIGHT-IN LANDING RWY 18L
CAT II ILS
DA(H) 358' (100')

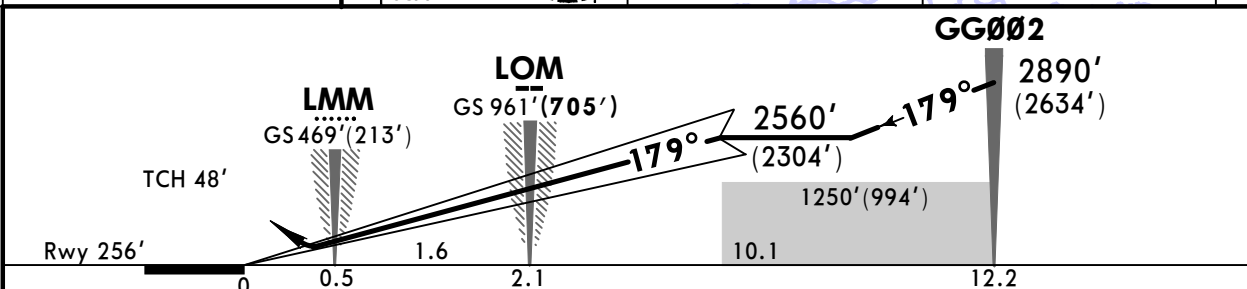
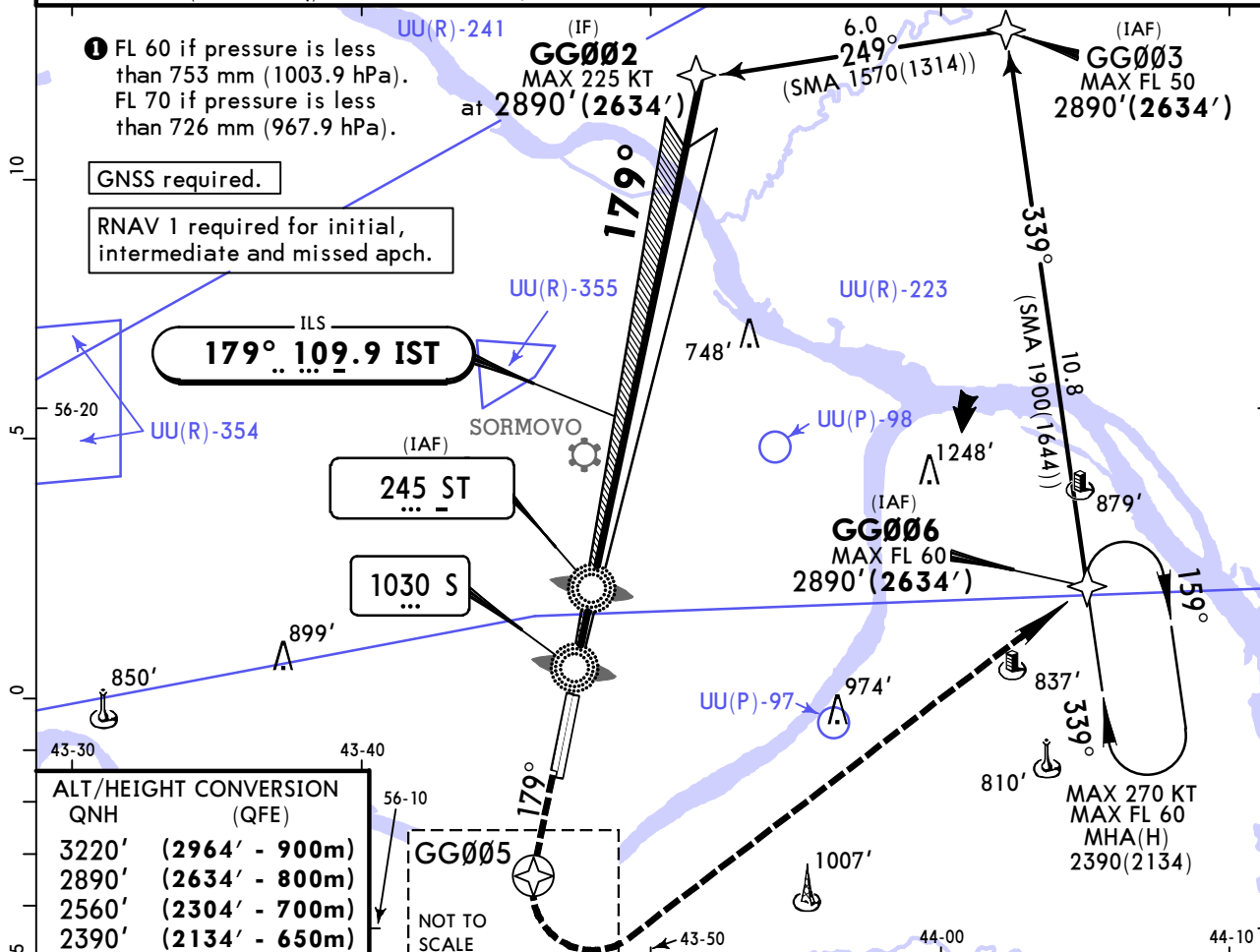
PANS OPS
RVR 300m

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JEPPESSEN NIZHNY NOVGOROD, RUSSIA
12 APR 19 **(11-4)** **Eff 25 Apr** **ILS X Rwy 18R**

ATIS	NIZHNY Approach	NIZHNY Radar	NIZHNY Tower	Ground
132.7	124.7	120.8	120.4	121.8
ILS IST 109.9	Final Apch Crs 179°	GS LOM 961'(705')	ILS DA(H) 456'(200')	Apt Elev 259' Rwy 256'
MISSED APCH: Climb on 179° to GG005, then turn LEFT to GG006 climbing to 2890' (2634') or above, then according to chart or proceed to holding.				2300 MSA ARP

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 ① Trans alt: 3220' (2964')



Gnd speed-Kts	70	90	100	120	140	160	HIALS	GG005
GS	3.00°	372	478	531	637	743	PAPI	179°

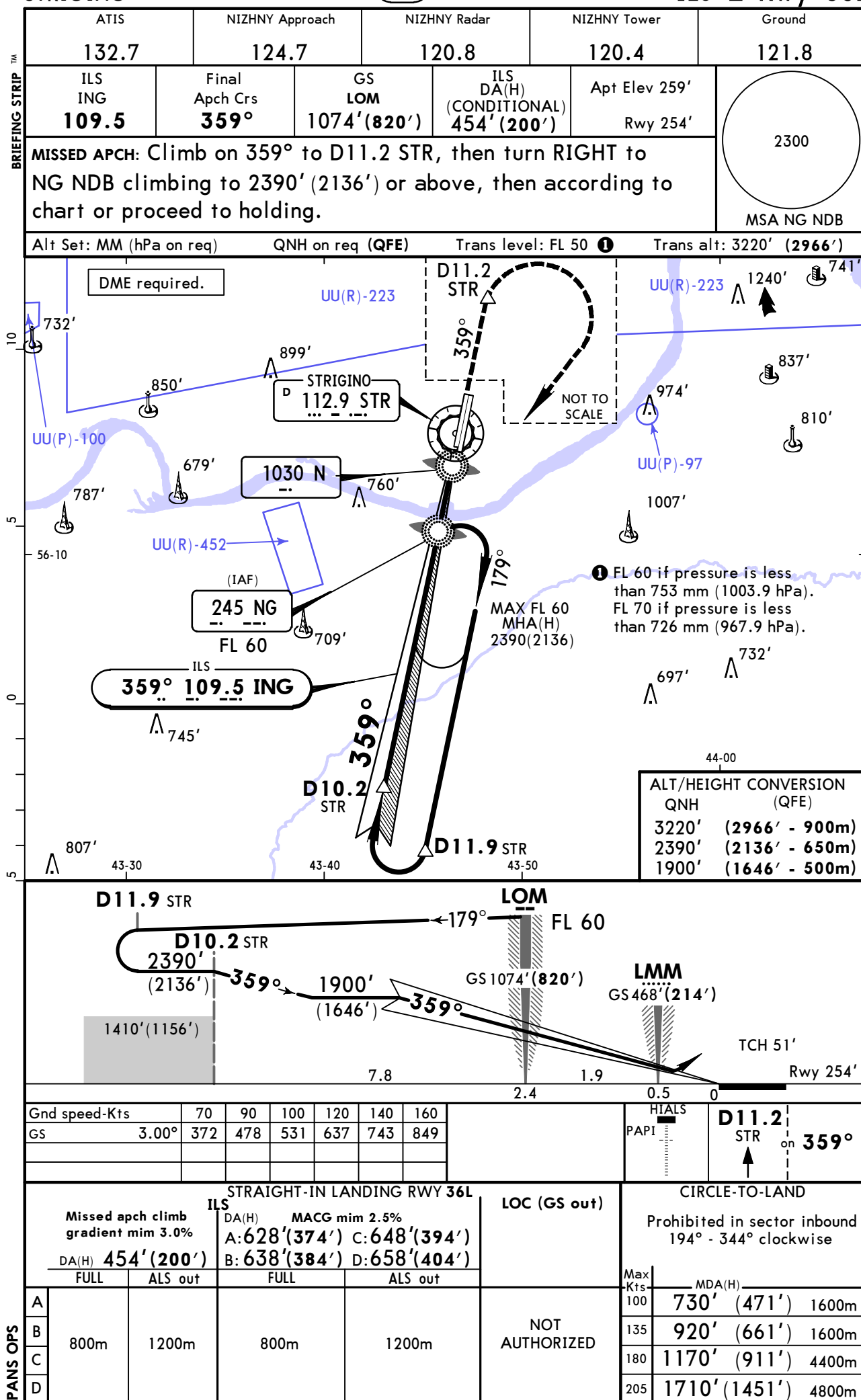
STRAIGHT-IN LANDING RWY 18R			CIRCLE-TO-LAND		
ILS			LOC (GS out)		
DA(H) 456'(200')			Prohibited in sector inbound 194° - 344° clockwise		
FULL		ALS out	NOT AUTHORIZED		
A	800m	1200m	Max Kts	MDA(H)	
B			100	730' (471')	1600m
C			135	920' (661')	1600m
D			180	1170' (911')	4400m
			205	1710' (1451')	4800m

CHANGES: ATIS frequency.

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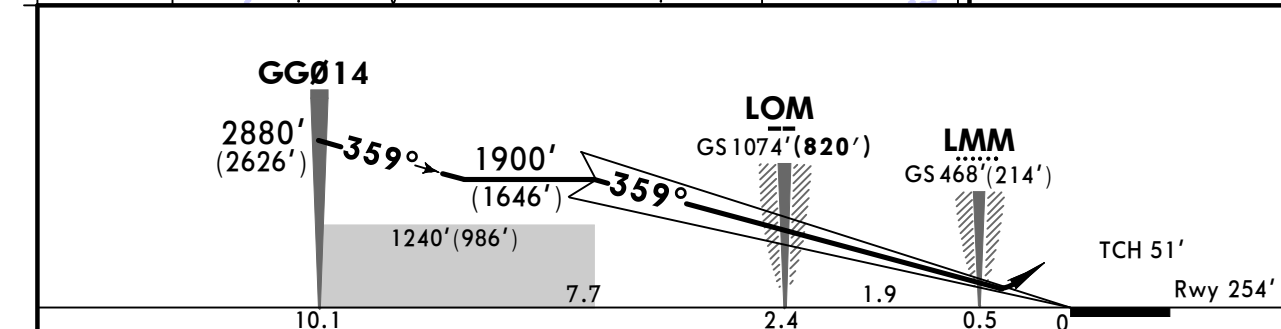
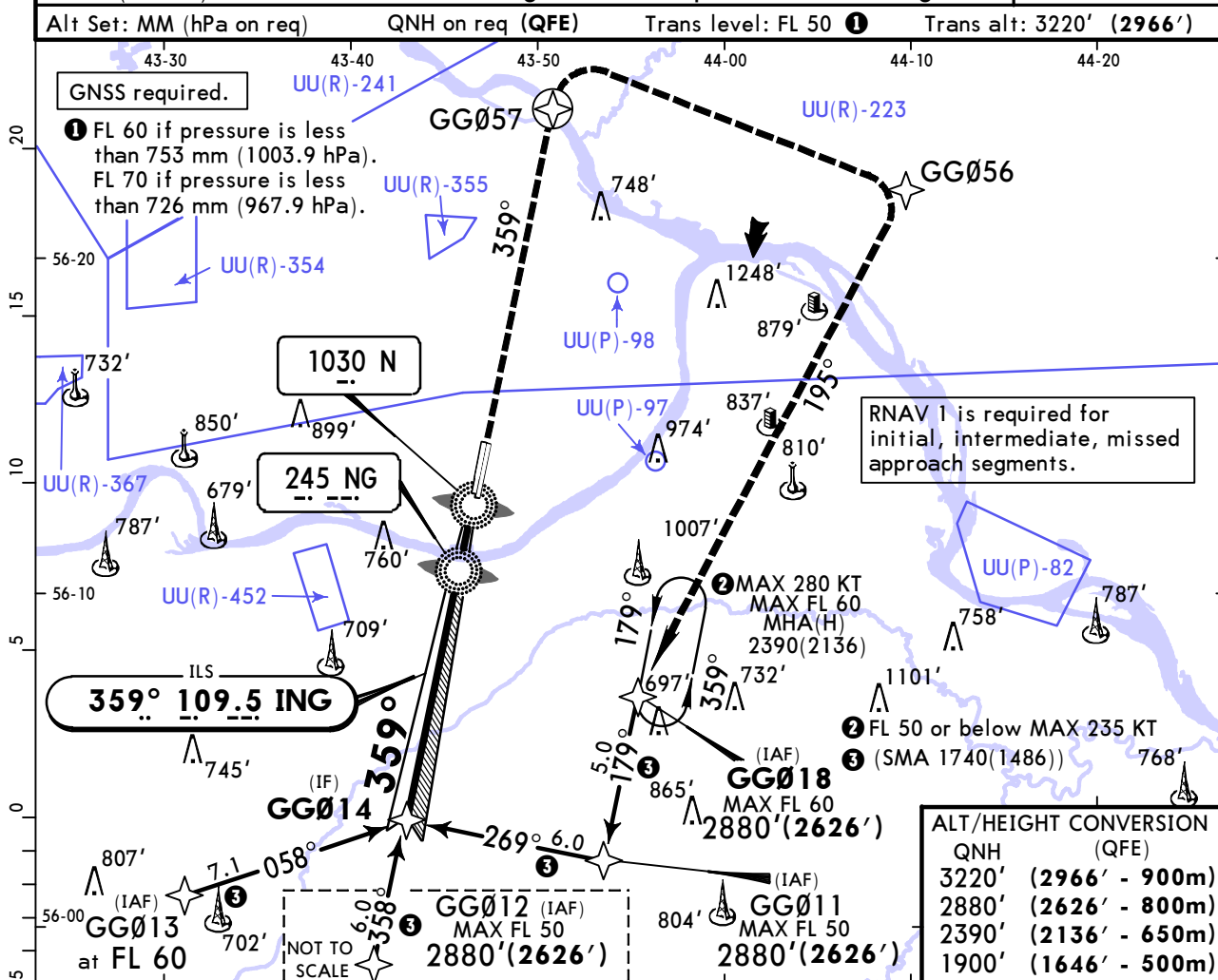
JEPPESSEN NIZHNY NOVGOROD, RUSSIA
12 APR 19 **(11-5) Eff 25 Apr** **ILS Z Rwy 36L**



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JEPPESSEN NIZHNY NOVGOROD, RUSSIA
12 APR 19 **11-6** Eff 25 Apr **ILS X Rwy 36L**

BRIEFING STRIP™	ATIS 132.7	NIZHNY Approach 124.7	NIZHNY Radar 120.8	NIZHNY Tower 120.4	Ground 121.8	2300 MSA ARP
	ILS ING 109.5	Final Apch Crs 359°	GS LOM 1074'(820')	ILS DA(H) (CONDITIONAL) 454'(200')	Apt Elev 259' Rwy 254'	
	MISSED APCH: Climb on 359° to GG057 (MAX 220 KT), then turn RIGHT to GG056 (MAX 220 KT), then turn RIGHT to GG018 climbing to 2880'(2626') or above, then according to chart or proceed to holding.					



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	GG057 on 359°	220 KT MAX
GS	3.00°	372	478	531	637	743			

STRAIGHT-IN LANDING RWY 36L				LOC (GS out)		CIRCLE-TO-LAND	
Missed apch climb gradient mim 3.0%				Prohibited in sector inbound 194° - 344° clockwise			
DA(H) 454'(200')							
FULL ALS out							
A	800m	1200m	800m	1200m	NOT AUTHORIZED	Max Kts	MDA(H)
B						100	730' (471') 1600m
C						135	920' (661') 1600m
D						180	1170' (911') 4400m
						205	1710' (1451') 4800m

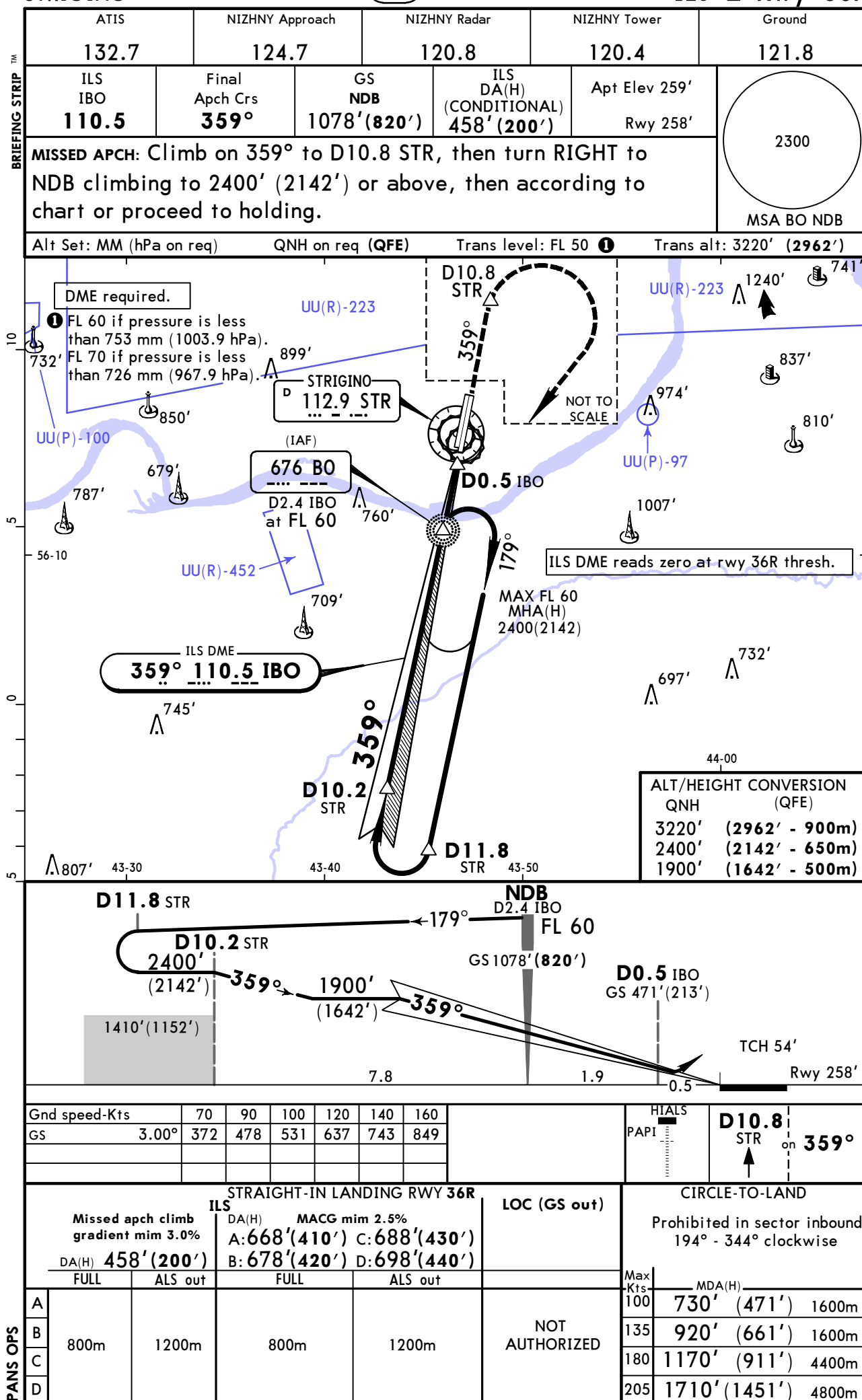
CHANGES: ATIS frequency.

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UWGG/GOJ
STRIGINO

12 APR 19 **11-7** Eff 25 Apr

JEPPESSEN NIZHNY NOVGOROD, RUSSIA
ILS Z Rwy 36R



CHANGES: ATIS frequency.

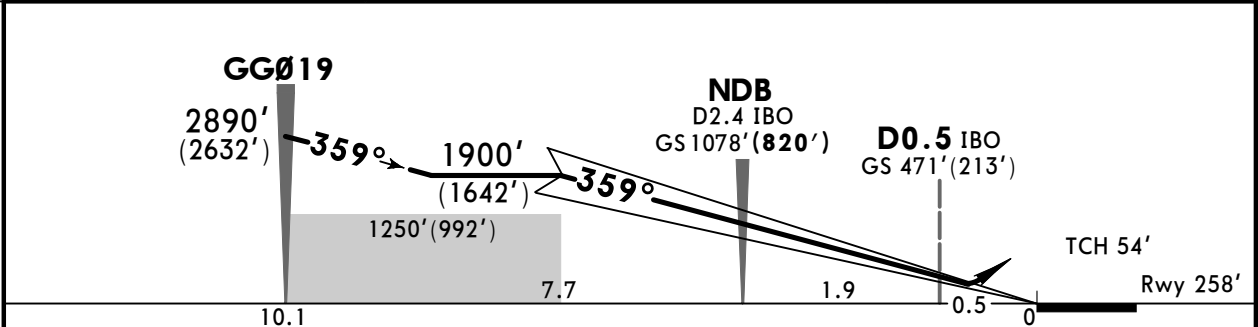
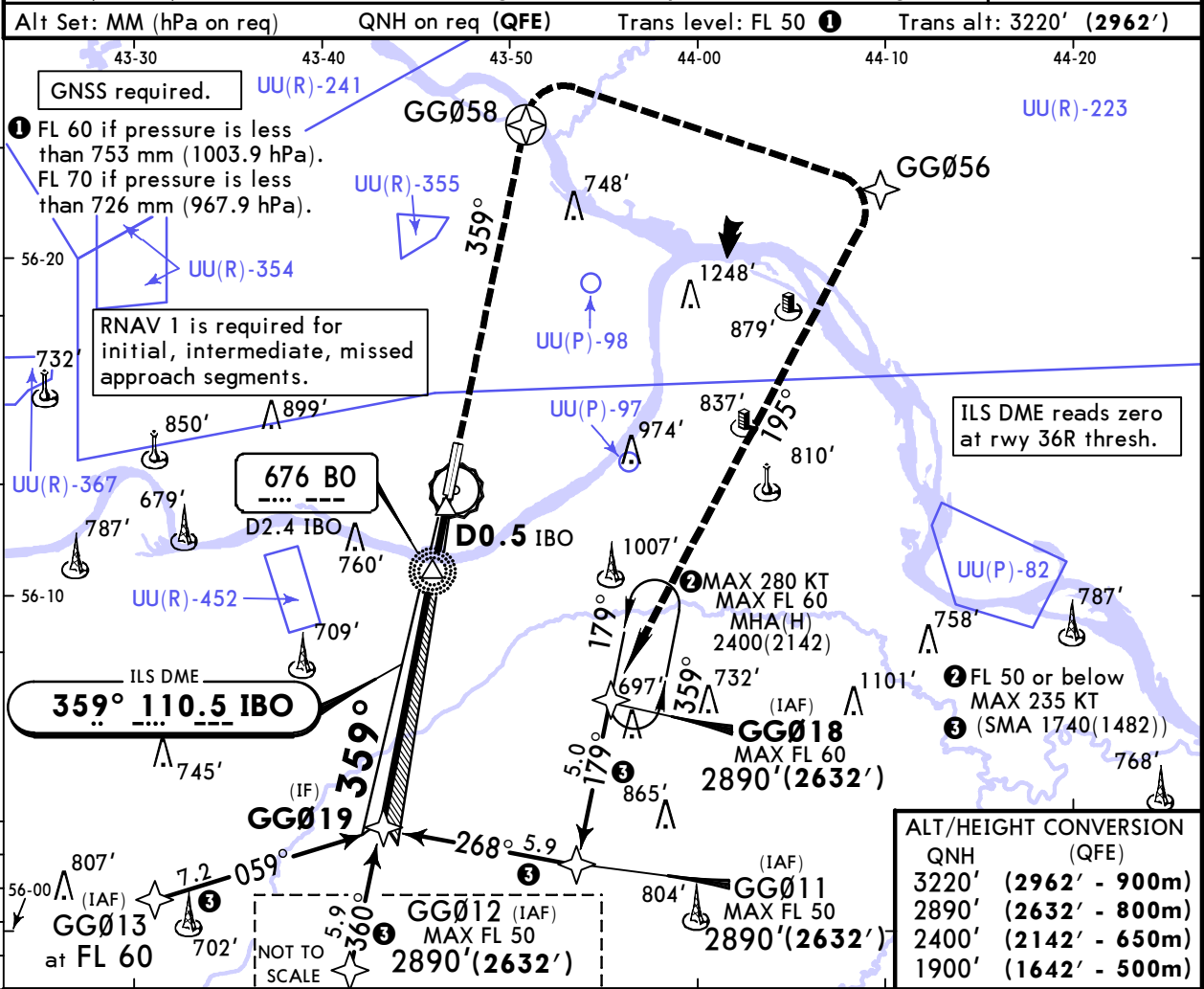
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UWGG/GOJ
STRIGINO

12 APR 19 11-8 Eff 25 Apr

JEPPESSEN NIZHNY NOVGOROD, RUSSIA
ILS X Rwy 36R

ATIS 132.7	NIZHNY Approach 124.7		NIZHNY Radar 120.8		NIZHNY Tower 120.4		Ground 121.8		2300 MSA ARP
ILS IBO 110.5	Final Apch Crs 359°		GS NDB 1078'(820')		ILS DA(H) (CONDITIONAL) 458'(200')		Apt Elev 259' Rwy 258'		
MISSED APCH: Climb on 359° to GG058 (MAX 220 KT), then turn RIGHT to GG056 (MAX 220 KT), then turn RIGHT to GG018 climbing to 2890'(2632') or above, then according to chart or proceed to holding.									



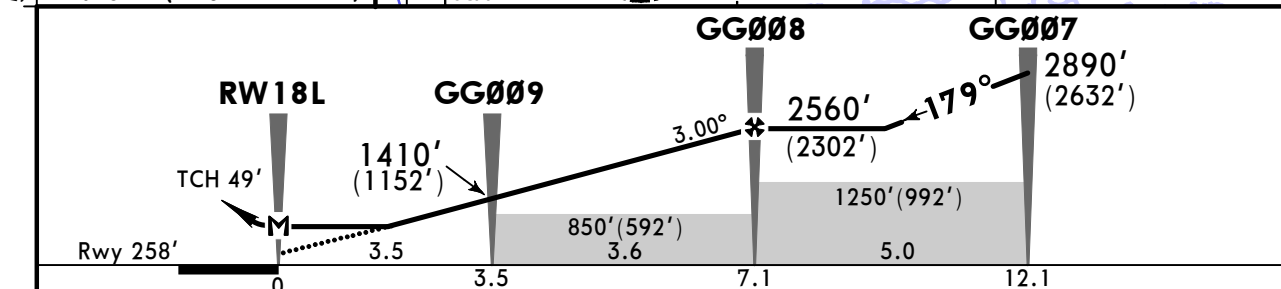
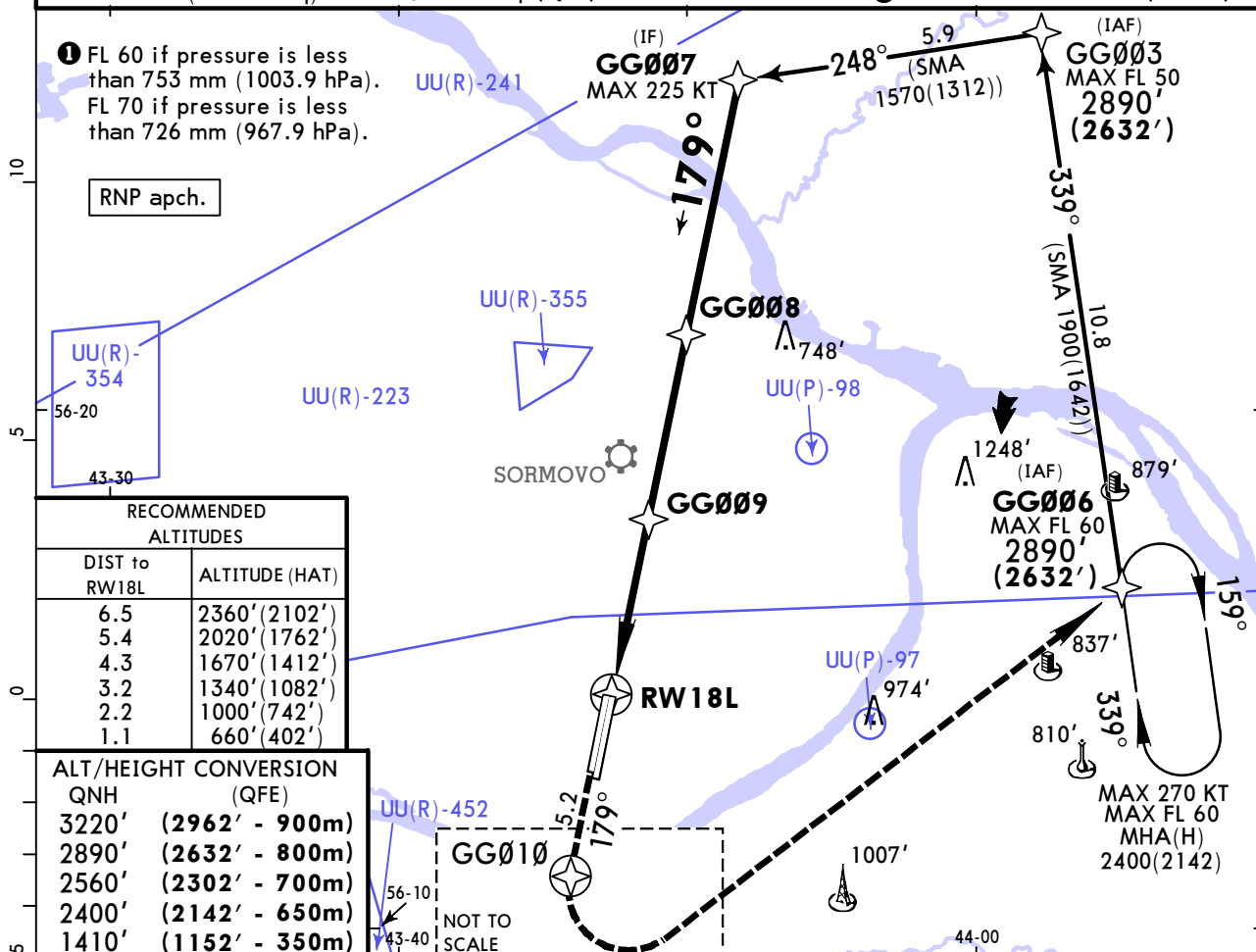
Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	GG058 on 359°	220 KT MAX
GS	3.00°	372	478	531	637	743			

STRAIGHT-IN LANDING RWY 36R				LOC (GS out)		CIRCLE-TO-LAND	
Missed apch climb gradient mim 3.0%				Prohibited in sector inbound 194° - 344° clockwise			
DA(H) 458'(200')							
FULL		ALS out		FULL		ALS out	
A		B		C		D	
800m		1200m		800m		1200m	
B		C		D		E	
800m		1200m		800m		1200m	
C		D		E		F	
800m		1200m		800m		1200m	
D		E		F		G	
800m		1200m		800m		1200m	

UWGG/GOJ
STRIGINO

JEPPESSEN NIZHNY NOVGOROD, RUSSIA
12 APR 19 **(12-1)** **Eff 25 Apr** **RNAV (GNSS) Rwy 18L**

ATIS	NIZHNY Approach	NIZHNY Radar	NIZHNY Tower	Ground
132.7	124.7	120.8	120.4	121.8
RNAV	Final Apch Crs 179°	Procedure Alt GG008 2560' (2302')	LNAV MDA(H) 610' (352')	Apt Elev 259' Rwy 258'
MISSED APCH: Climb on 179° to GG010, then turn LEFT to GG006 climbing to 2890' (2632') or above, then according to chart or proceed to holding.				
Alt Set: MM (hPa on req)				Trans alt: 3220' (2962')



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743
MAP at RW18L						

STRAIGHT-IN LANDING RWY 18L			CIRCLE-TO-LAND		
LNAV			Prohibited in sector inbound 194° - 344° clockwise		
MDA(H) 610' (352')					
ALS out			Max Kts	MDA(H)	
RVR 720m VIS 800m			100	730' (471')	1600m
			135	920' (661')	1600m
			180	1170' (911')	4400m
RVR 1500m VIS 1600m			205	1710' (1451')	4800m

CHANGES: ATIS frequency.

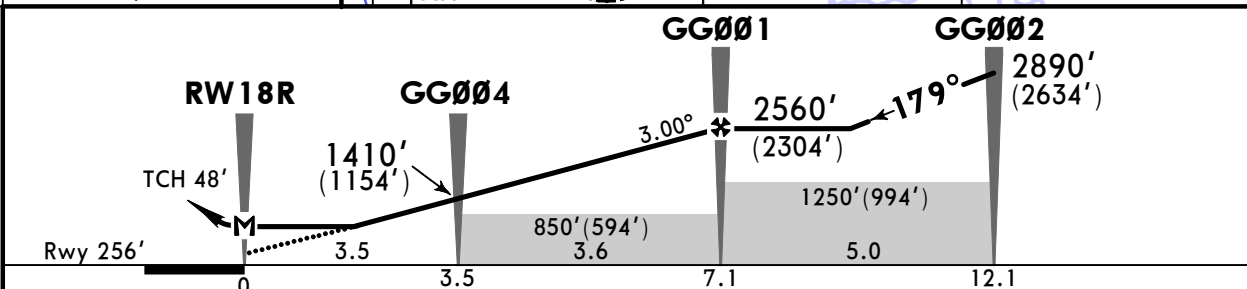
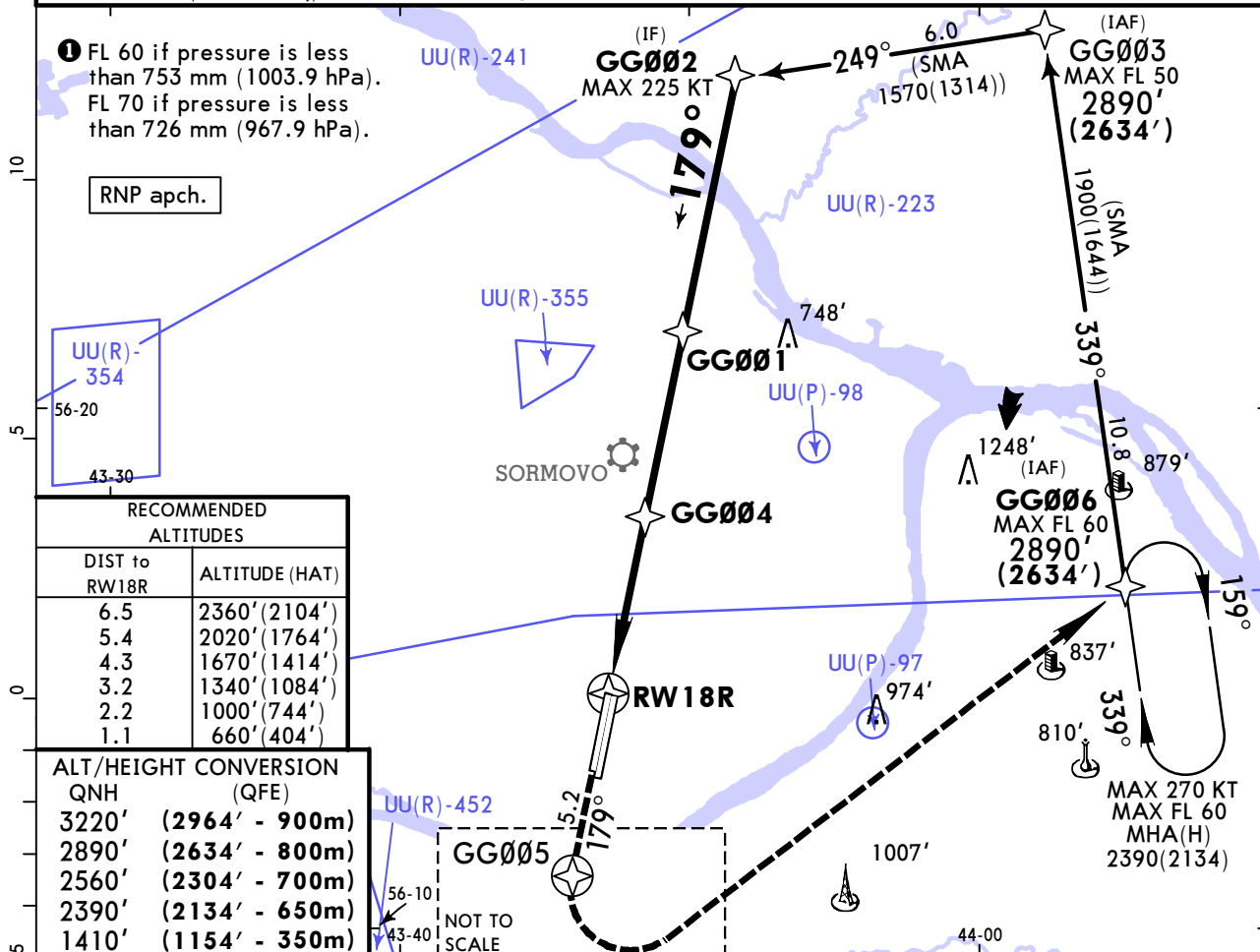
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JEPPESSEN NIZHNY NOVGOROD, RUSSIA
12 APR 19 **(12-2) Eff 25 Apr** **RNAV(GNSS) Rwy 18R**

ATIS	NIZHNY Approach	NIZHNY Radar	NIZHNY Tower	Ground
132.7	124.7	120.8	120.4	121.8
RNAV	Final Apch Crs 179°	Procedure Alt GG001 2560' (2304')	LNAV MDA(H) 610' (354')	Apt Elev 259' Rwy 256'
MISSED APCH: Climb on 179° to GG005, then turn LEFT to GG006 climbing to 2890' (2634') or above, then according to chart or proceed to holding.				
MSA ARP				

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 ① Trans alt: 3220' (2964')



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743
MAP at RW18R						

STRAIGHT-IN LANDING RWY 18R			CIRCLE-TO-LAND		
LNAV			Prohibited in sector inbound 194° - 344° clockwise		
MDA(H) 610' (354')					
ALS out			Max Kts	MDA(H)	
A			100	730' (471')	1600m
B	800m		135	920' (661')	1600m
C			180	1170' (911')	4400m
D	1600m		205	1710' (1451')	4800m

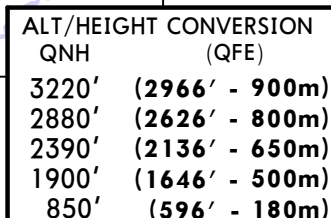
CHANGES: ATIS frequency.

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BRIEFING STRIP™

MSA ARP

Month	Number of People
January	1
February	2
March	3
April	4
May	5
June	6
July	7
August	8
September	9
October	10
November	11
December	12

5

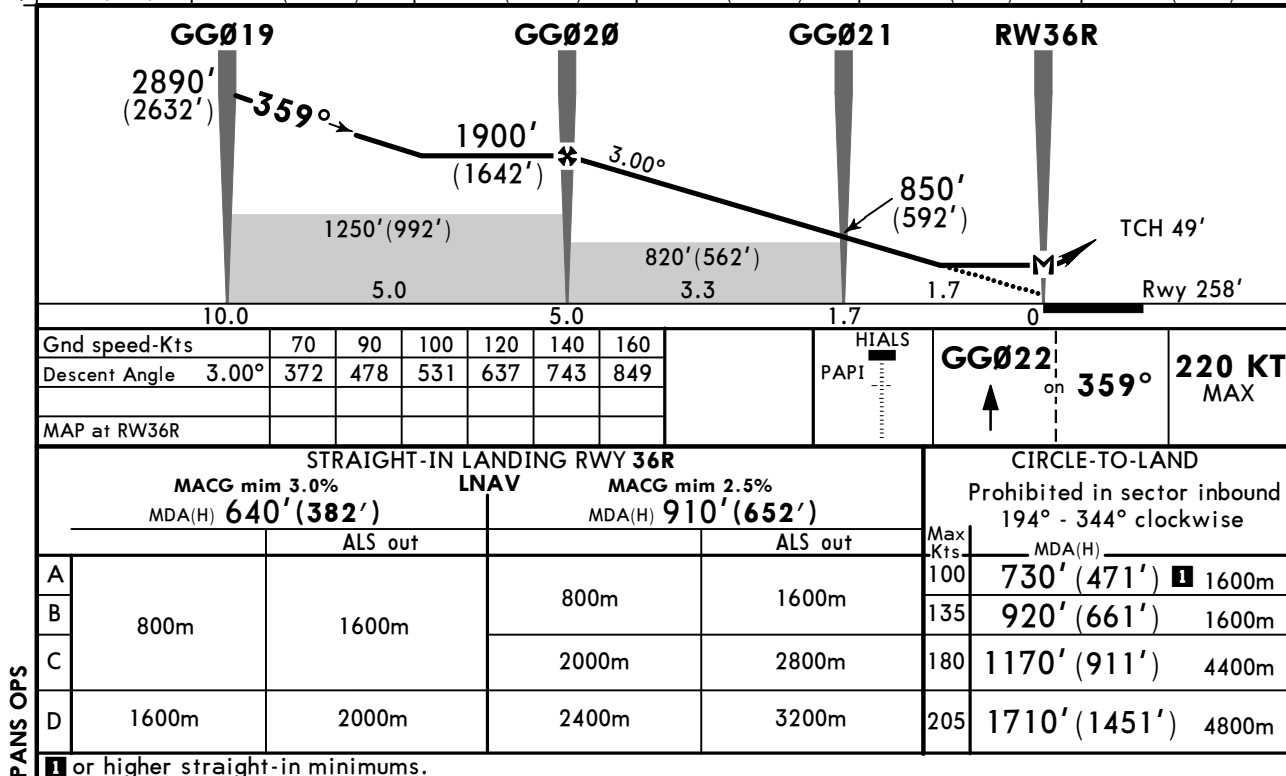
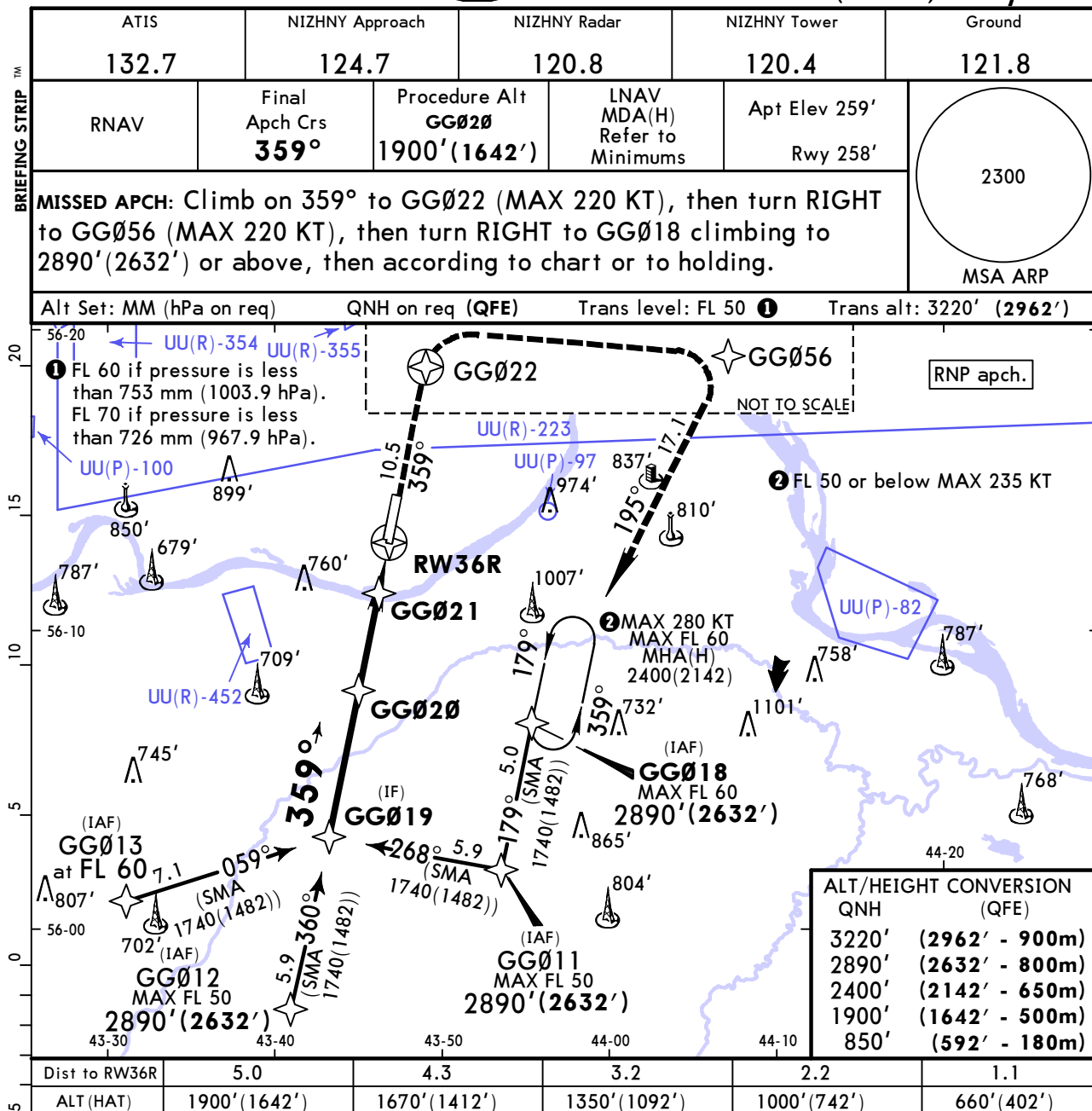
HIALS
PAPI

1 or higher straight-in minimums.

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JEPPesen
12 APR 19 **(12-4)** Eff 25 Apr

NIZHNY NOVGOROD, RUSSIA
RNAV (GNSS) Rwy 36R

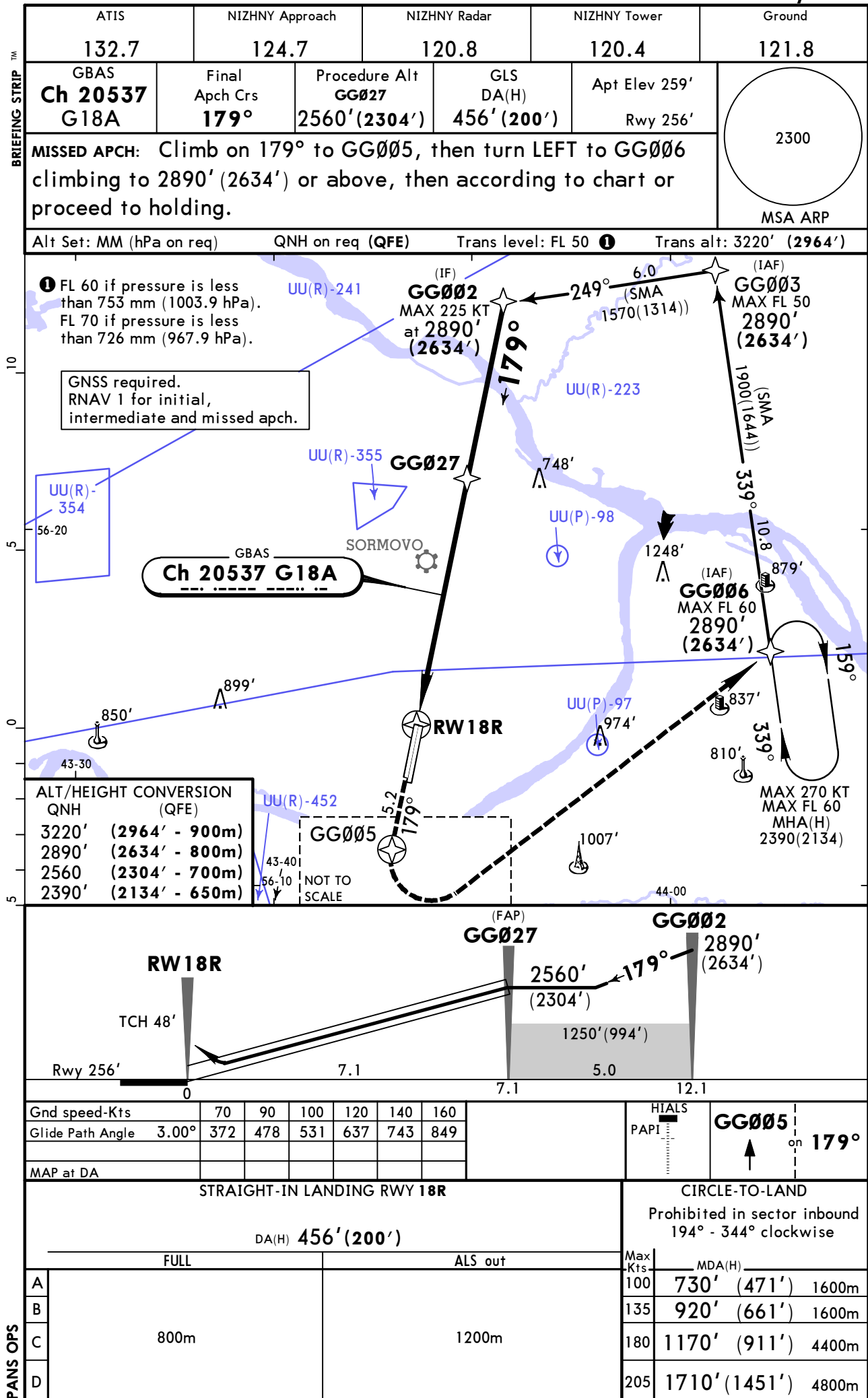


CHANGES: ATIS frequency.

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JEPPESSEN NIZHNY NOVGOROD, RUSSIA
12 APR 19 12-40 Eff 25 Apr GLS Rwy 18R



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STRIGINO

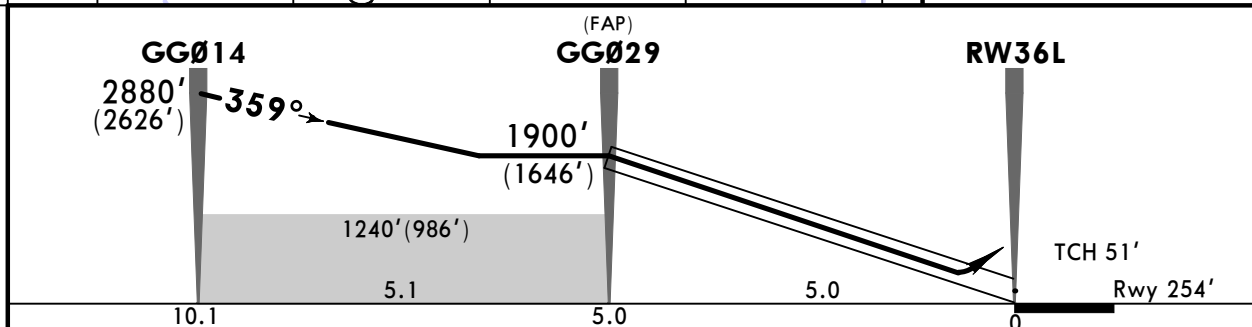
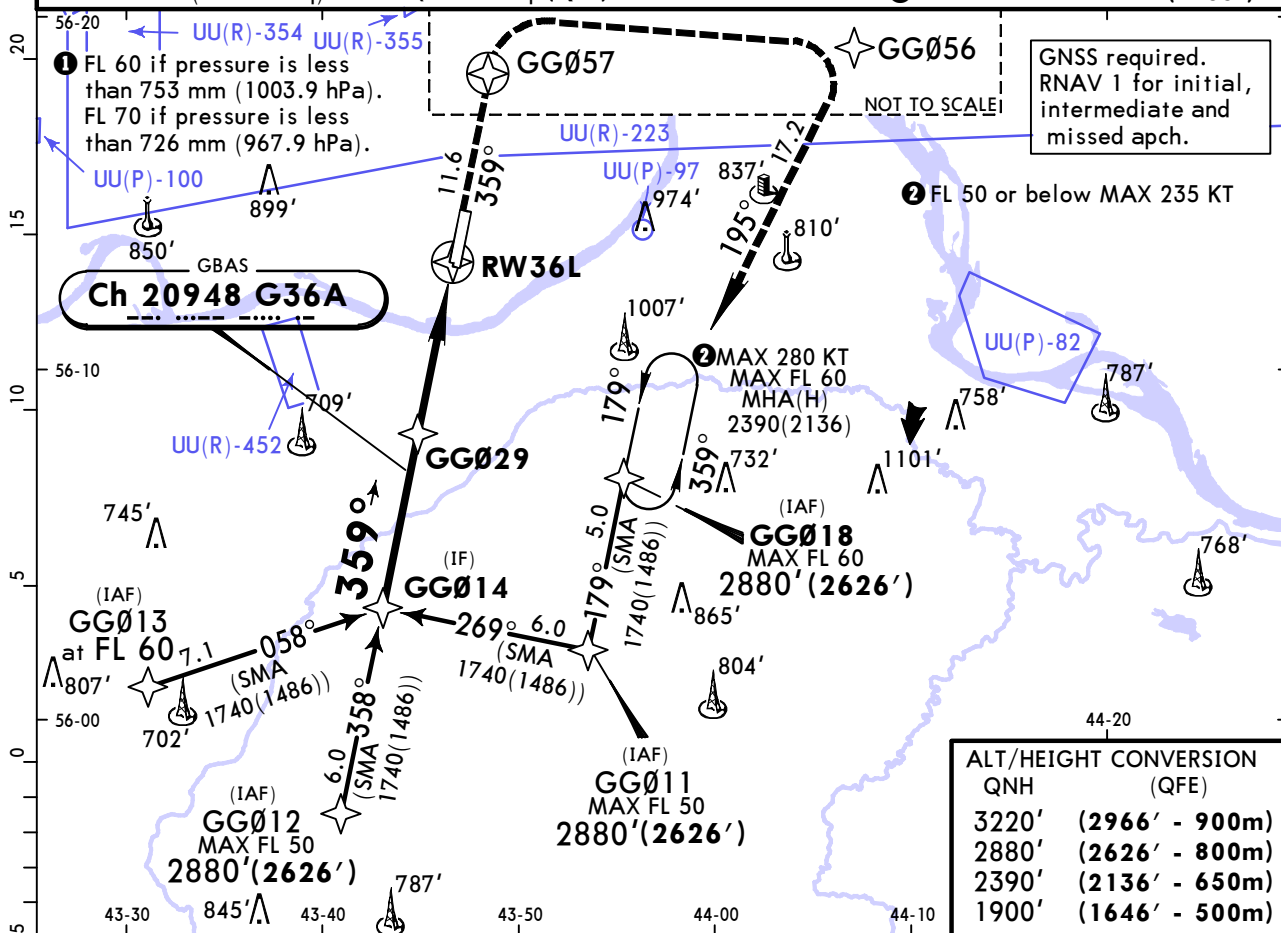
12 APR 19

12-41

Eff 25 Apr

JEPPESSEN NIZHNY NOVGOROD, RUSSIA
GLS Rwy 36L

ATIS	NIZHNY Approach	NIZHNY Radar	NIZHNY Tower	Ground
132.7	124.7	120.8	120.4	121.8
GBAS Ch 20948 G36A	Final Apch Crs 359°	Procedure Alt GG029 1900' (1646')	GLS DA(H) (CONDITIONAL) 454' (200')	Apt Elev 259' Rwy 254'
MISSED APCH: Climb on 359° to GG057 (MAX 220 KT), then turn RIGHT to GG056 (MAX 220 KT), then turn RIGHT to GG018 climbing to 2880' (2626') or above, then according to chart or proceed to holding.				2300 MSA ARP
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 ① Trans alt: 3220' (2966')				



Gnd speed-Kts	70	90	100	120	140	160				
Glide Path Angle 3.00°	372	478	531	637	743	849				
MAP at DA										

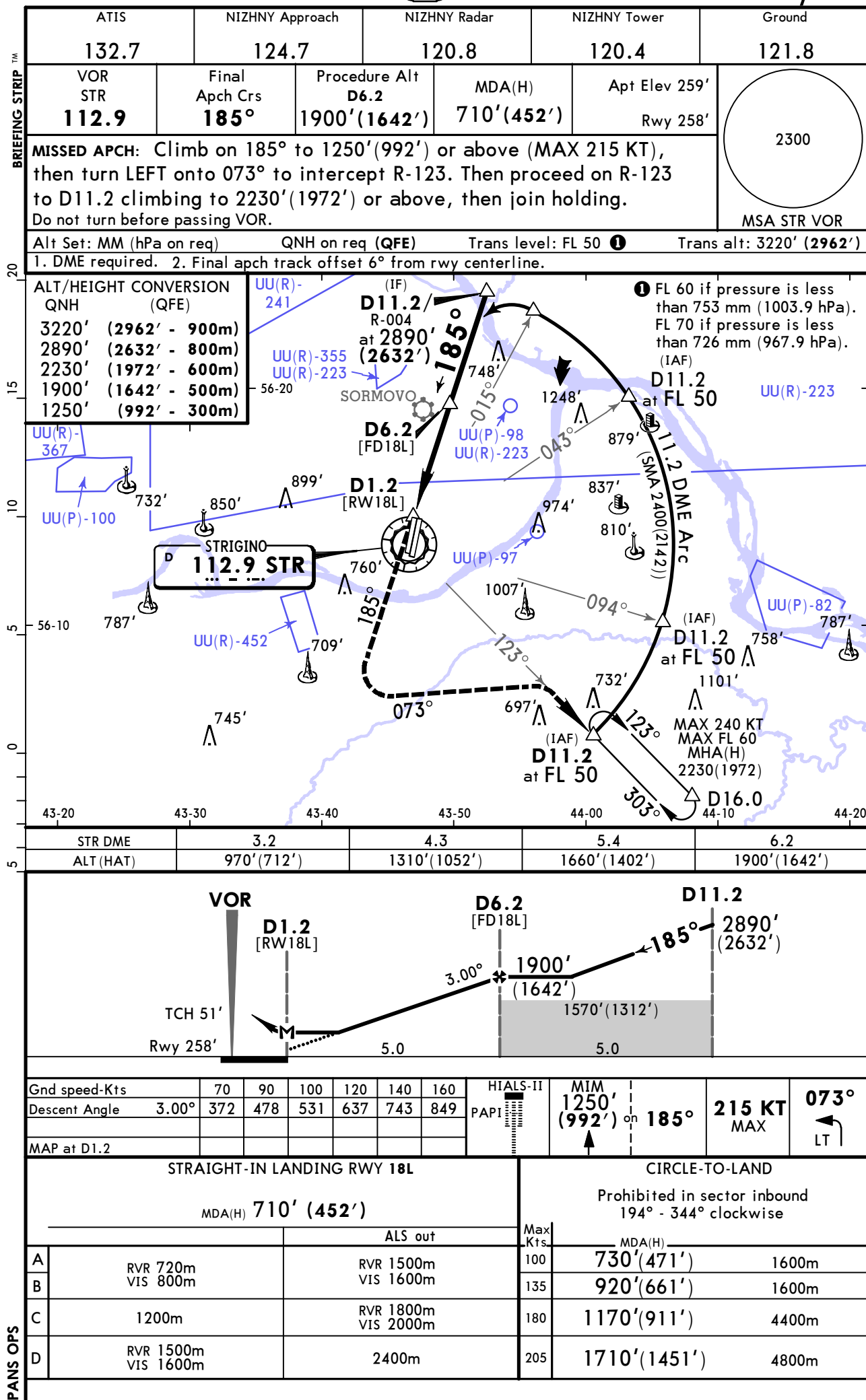
STRAIGHT-IN LANDING RWY 36L				CIRCLE-TO-LAND			
Missed apch climb gradient min 3.0%		Missed apch climb gradient min 2.5%		Prohibited in sector inbound 194° - 344° clockwise			
DA(H) 454' (200')		A: 629' (375') C: 648' (394') B: 638' (384') D: 658' (404')					
FULL	ALS out	FULL	ALS out	Max Kts	MDA(H)		
A		1100m	1900m	100	730' (471')	1600m	
B				135	920' (661')	1600m	
C	800m	1200m	2000m	180	1170' (911')	4400m	
D		1300m	2100m	205	1710' (1451')	4800m	

CHANGES: ATIS frequency.

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JEPPESSEN NIZHNY NOVGOROD, RUSSIA
12 APR 19 **(13-1)** Eff 25 Apr
VOR Z Rwy 18L



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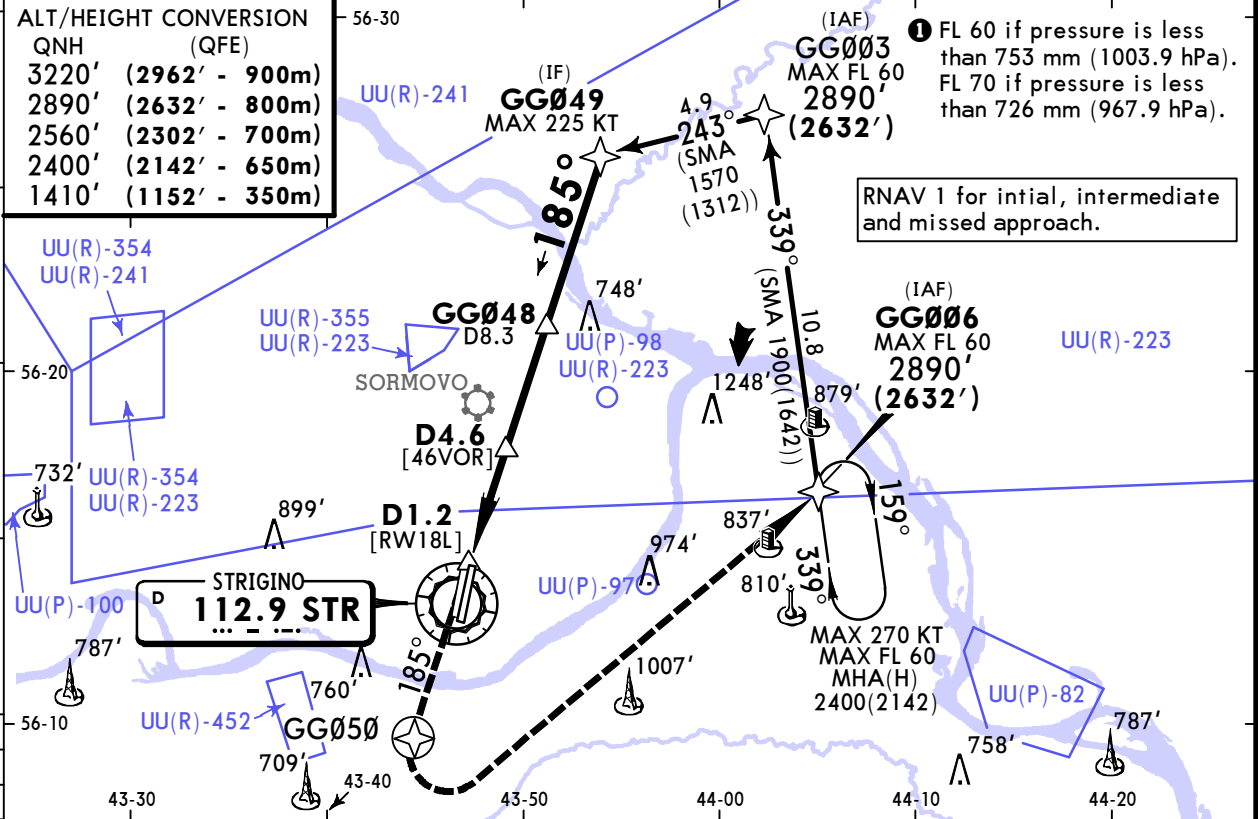
12 APR 19 **13-2** Eff 25 Apr

JEPPES NIZHNY NOVGOROD, RUSSIA
VOR X Rwy 18L

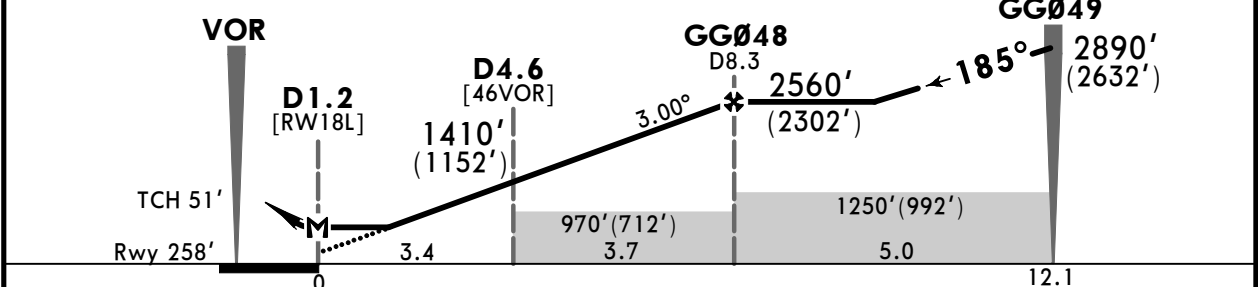
ATIS	NIZHNY Approach	NIZHNY Radar	NIZHNY Tower	Ground
132.7	124.7	120.8	120.4	121.8
VOR STR 112.9	Final Apch Crs 185°	Procedure Alt GG048 2560' (2302')	MDA(H) (CONDITIONAL) 630' (372') Apt Elev 259' Rwy 258'	2300 MSA ARP
MISSED APCH: Climb on 185° to GG050, then turn LEFT to GG006 climbing to 2890' (2632') or above, then according to chart or join holding.				

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 1 Trans alt: 3220' (2962')
1. GNSS and DME required. 2. Final apch track offset 6° from rwy centerline.

ALT/HEIGHT CONVERSION	56-30
QNH (QFE)	
3220' (2962' - 900m)	
2890' (2632' - 800m)	
2560' (2302' - 700m)	
2400' (2142' - 650m)	
1410' (1152' - 350m)	



STR DME	3.2	4.3	5.4	6.5	7.6	8.3
ALT (HAT)	970' (712')	1310' (1052')	1660' (1402')	2000' (1742')	2330' (2072')	2560' (2302')



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI GG050 on 185°
Descent Angle	3.00°	372	478	531	637	849	
MAP at D1.2							

STRAIGHT-IN LANDING RWY 18L				CIRCLE-TO-LAND	
with D4.6 MDA(H) 630' (372')		w/o D4.6 MDA(H) 970' (712')		Prohibited in sector inbound 194° - 344° clockwise	
ALS out		ALS out		Max Kts	MDA(H)
A				100	970' (711')
B	RVR 720m VIS 800m	RVR 1500m VIS 1600m	RVR 720m VIS 800m	135	1600m
C			2400m	180	1170' (911')
D	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m	2800m	205	4400m
			3600m		1710' (1451')

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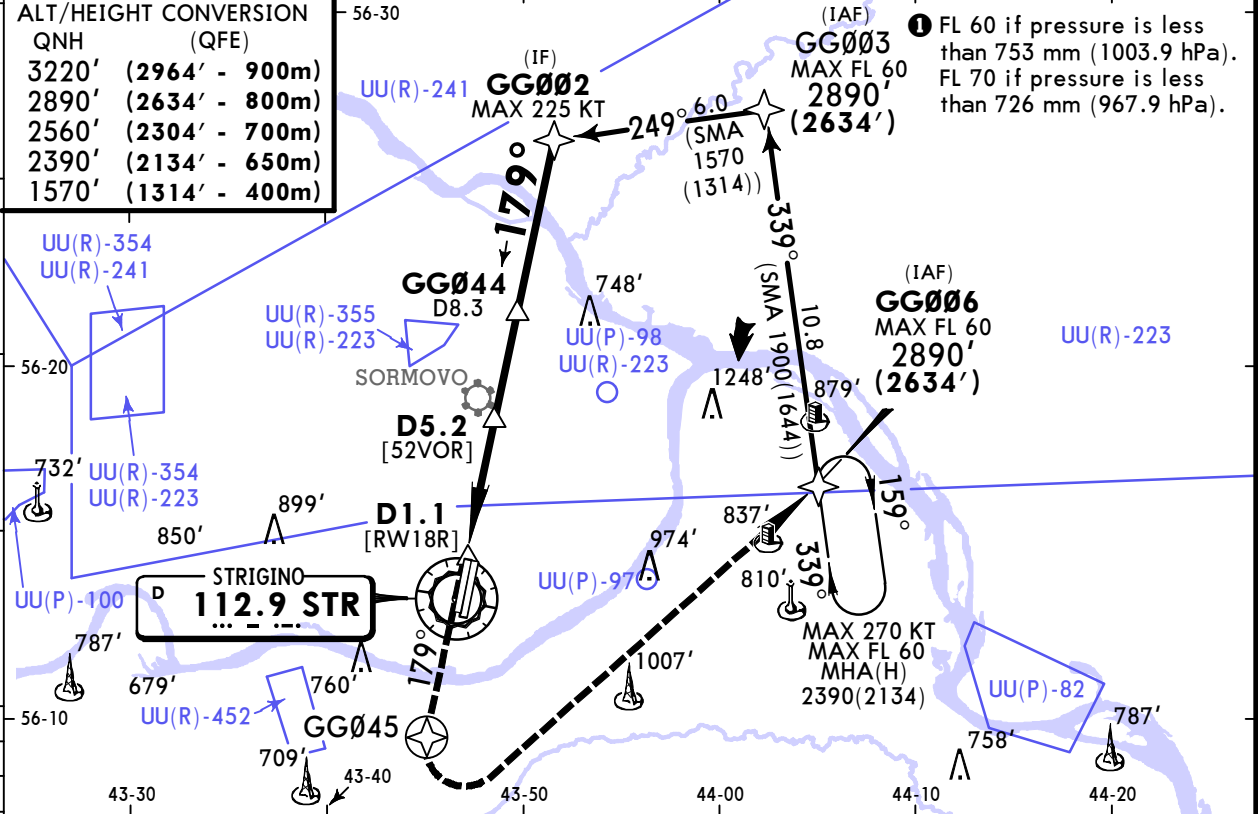
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JEPPESSEN NIZHNY NOVGOROD, RUSSIA
12 APR 19 **(13-4) Eff 25 Apr**
VOR X Rwy 18R

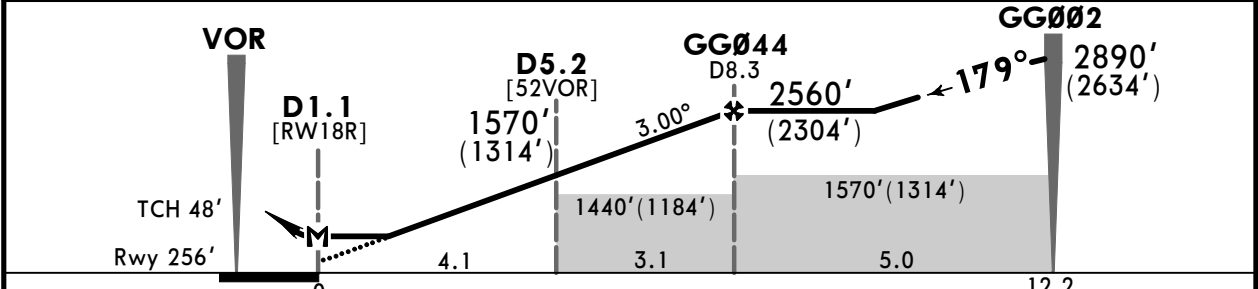
ATIS	NIZHNY Approach	NIZHNY Radar	NIZHNY Tower	Ground
132.7	124.7	120.8	120.4	121.8
VOR STR 112.9	Final Apch Crs 179°	Procedure Alt GG044 2560' (2304')	MDA(H) (CONDITIONAL) 680' (424') Apt Elev 259' Rwy 256'	2300 MSA ARP
MISSED APCH: Climb on 179° to GG045, then turn LEFT to GG006 climbing to 2890' (2634') or above, then according to chart or join holding.				

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 1 Trans alt: 3220' (2964')
1. GNSS and DME required. 2. RNAV 1 for initial, intermediate and missed approach.

ALT/HEIGHT CONVERSION	56-30
QNH (QFE)	
3220' (2964' - 900m)	
2890' (2634' - 800m)	
2560' (2304' - 700m)	
2390' (2134' - 650m)	
1570' (1314' - 400m)	



STR DME	2.2	3.2	4.3	5.4	6.5	7.6	8.3
ALT (HAT)	620' (364')	970' (714')	1310' (1054')	1660' (1404')	2000' (1744')	2330' (2074')	2560' (2304')



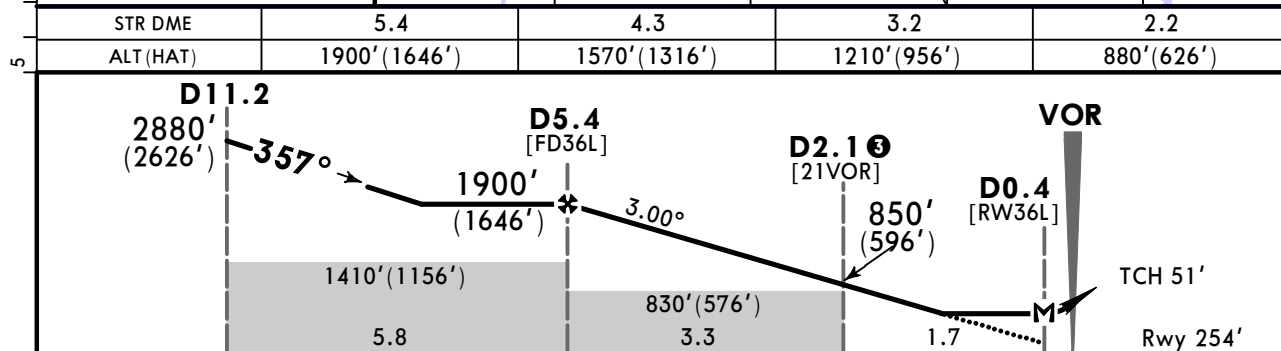
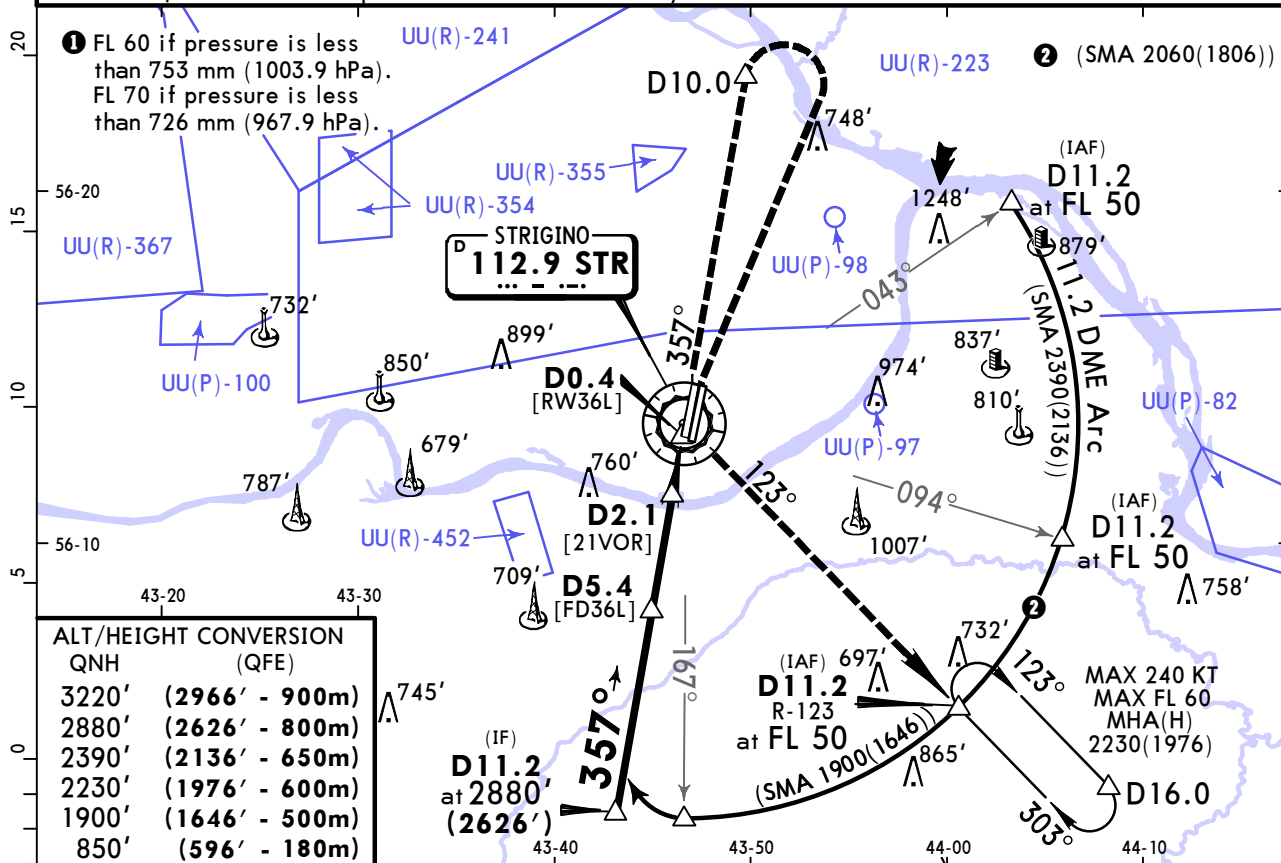
Gnd speed-Kts	70	90	100	120	140	160		HIALS
Descent Angle	3.00°	372	478	531	637	743	849	PAPI
MAP at D1.1								GG045 on 179°

STRAIGHT-IN LANDING RWY 18R				CIRCLE-TO-LAND	
with D5.2		w/o D5.2		Prohibited in sector inbound 194° - 344° clockwise	
MDA(H) 680' (424')		MDA(H) 1430' (1174')			
ALS out		ALS out		Max Kts	MDA(H)
A	800m	1600m	1200m	100	1430' (1171')
B	1200m	2000m	1600m	135	1430' (1171')
C	1600m	2000m	4000m	180	1430' (1171')
D	1600m	2000m	4800m	205	1710' (1451')

UWGG/GOJ
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JEPPESSEN NIZHNY NOVGOROD, RUSSIA
12 APR 19 **13-5** Eff 25 Apr
VOR Z Rwy 36L

ATIS	NIZHNY Approach	NIZHNY Radar	NIZHNY Tower	Ground	2300 MSA STR VOR
132.7	124.7	120.8	120.4	121.8	
VOR STR 112.9	Final Aptch Crs 357°	Procedure Alt D5.4 1900' (1646')	MDA(H) (CONDITIONAL) 680' (426')	Apt Elev 259' Rwy 254'	
MISSED APCH: Climb on 357° to D10.0 (MAX 215 KT), then turn RIGHT to VOR, then proceed on R-123 to holding area to D11.2 climbing to 2390' (2136') or above.					
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 ① Trans alt: 3220' (2966') 1. DME required. 2. Final aptch track offset 2° from rwy centerline.					



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	D10.0 on 357° 215 KT MAX
Descent Angle 3.00°	372	478	531	637	743	849		
MAP at D0.4								

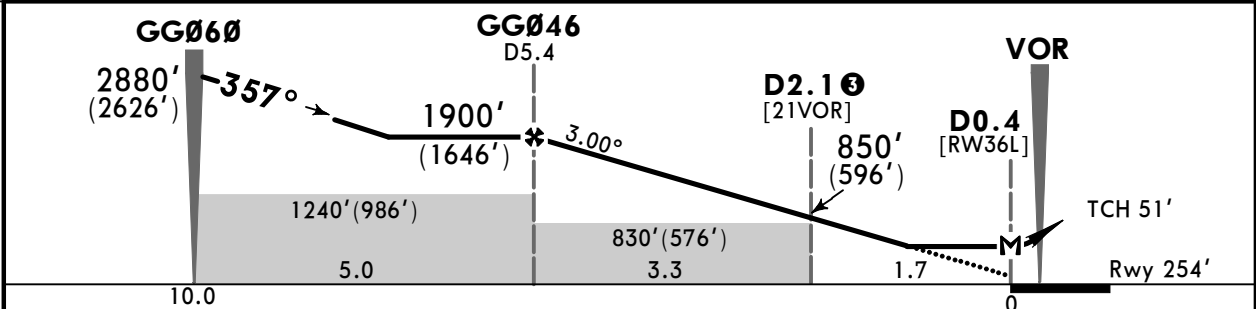
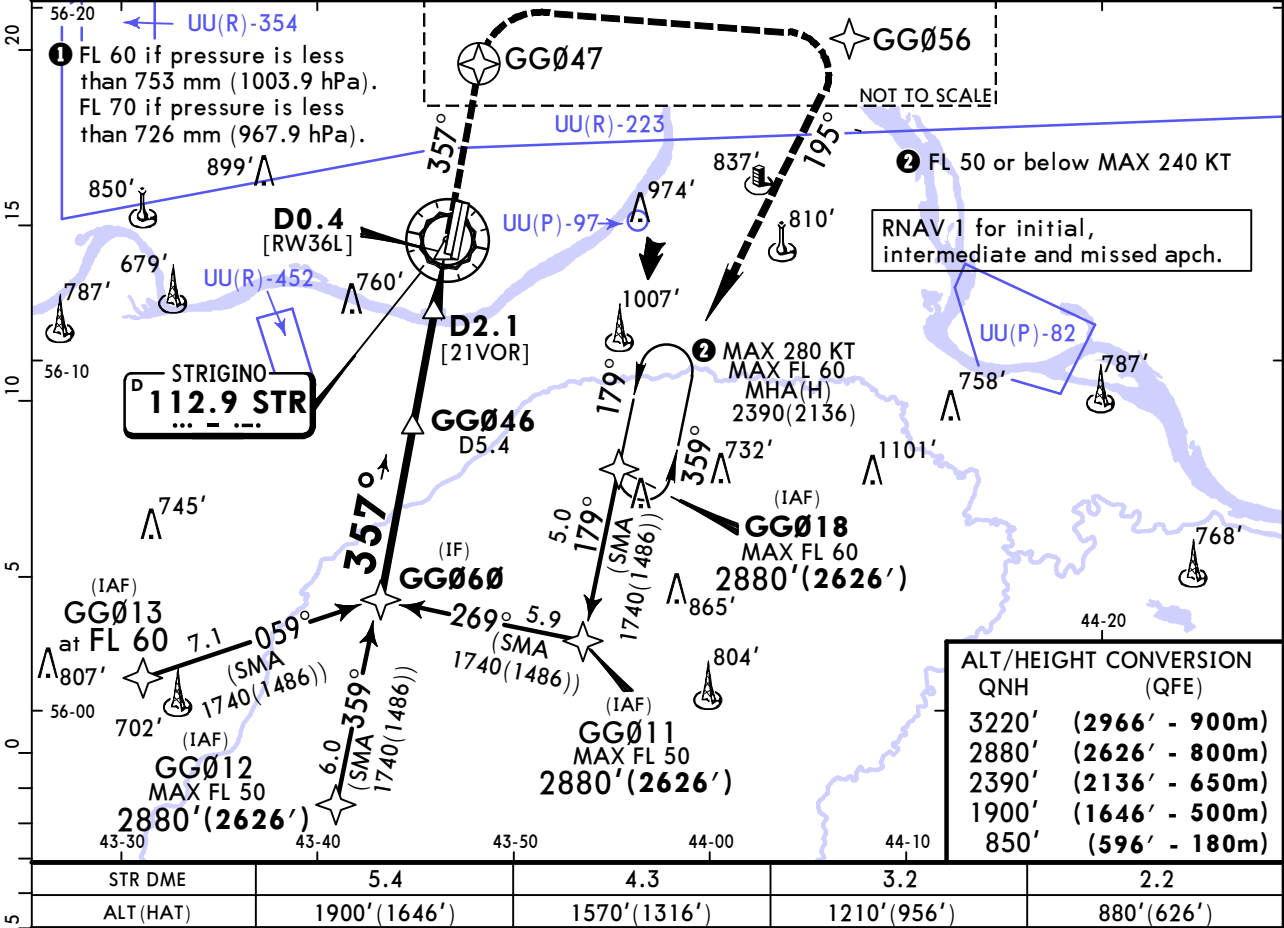
STRAIGHT-IN LANDING RWY 36L					CIRCLE-TO-LAND		
③ with D2.1 Missed apch climb gradient mim 3.0% MDA(H) 680' (426')			w/o D2.1 Missed apch climb gradient mim 2.5% MDA(H) 920' (666')		Prohibited in sector inbound 194° - 344° clockwise		
ALS out			ALS out		Max Kts	MDA(H)	
A	800m	1600m	800m	1600m	100	920' (661')	1600m
B					135		
C	1200m	2000m	2000m	2800m	180	1170' (911')	4400m
D	1600m		2400m	3200m	205	1710' (1451')	4800m

UWGG/GOJ
STRIGINO

12 APR 19 **13-6** Eff 25 Apr

JEPPESSEN NIZHNY NOVGOROD, RUSSIA
VOR X Rwy 36L

ATIS	NIZHNY Approach	NIZHNY Radar	NIZHNY Tower	Ground	2300 MSA ARP
132.7	124.7	120.8	120.4	121.8	
VOR STR 112.9	Final Apch Crs 357°	Procedure Alt GG046 1900' (1646')	MDA(H) (CONDITIONAL) 680' (426')	Apt Elev 259' Rwy 254'	
MISSED APCH: Climb on 357° to GG047 (MAX 220 KT), then turn RIGHT to GG056 (MAX 220 KT), then proceed to GG018 climbing to 2880' (2626') or above, then according to chart or to holding area.					
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 ❶ Trans alt: 3220' (2966')					
1. GNSS and DME required. 2. Final apch track offset 2° from rwy centerline.					



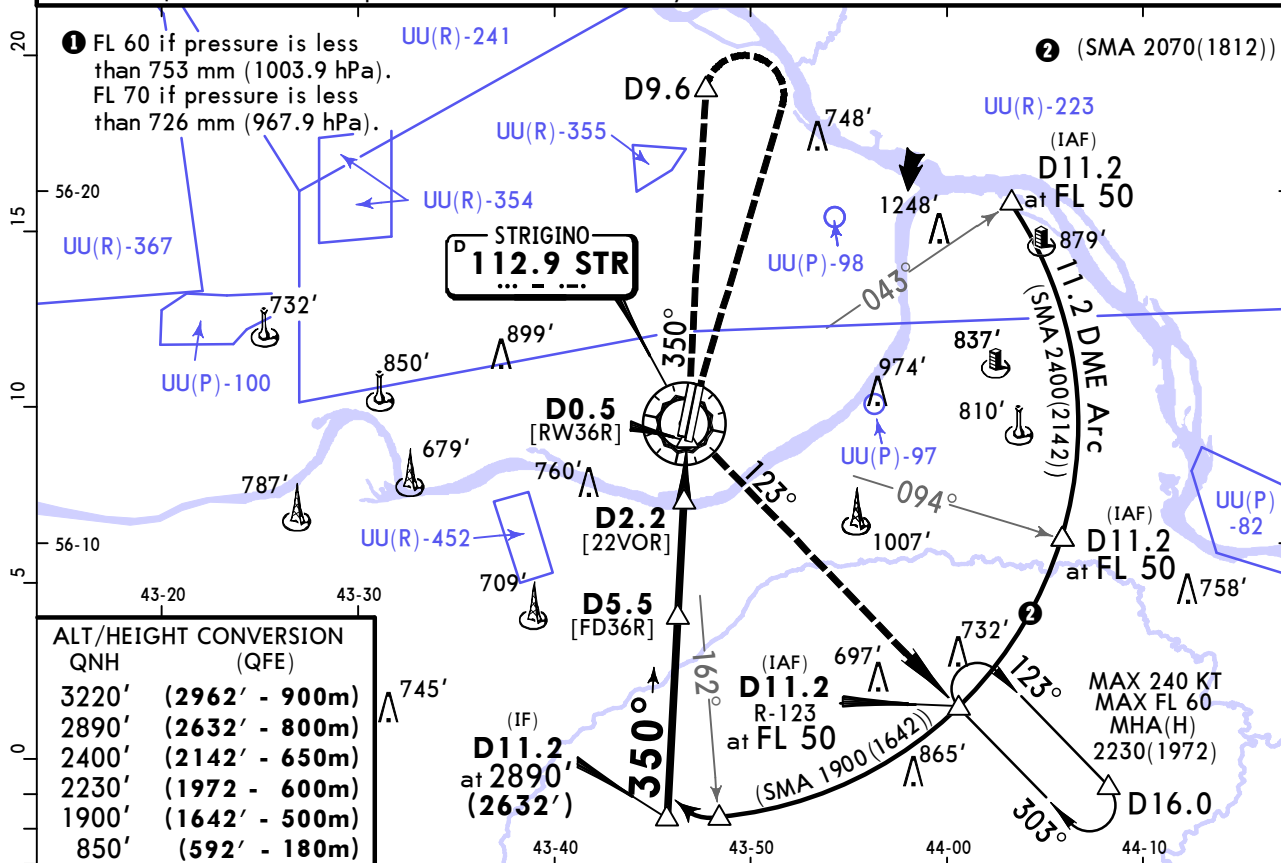
Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	GG047 on 357°	220 KT MAX
Descent Angle 3.00°	372	478	531	637	743	849			
MAP at D0.4									

STRAIGHT-IN LANDING RWY 36L					CIRCLE-TO-LAND	
③ with D2.1 Missed apch climb gradient mim 3.0%		w/o D2.1 Missed apch climb gradient mim 2.5%			Prohibited in sector inbound 194° - 344° clockwise	
MDA(H) 680' (426')		MDA(H) 920' (666')				
ALS out		ALS out			Max Kts	MDA(H)
A	800m	1600m	800m	1600m	100	920' (661') 1600m
B					135	
C	1200m	2000m	2000m	2800m	180	1170' (911') 4400m
D	1600m		2400m	3200m	205	1710' (1451') 4800m

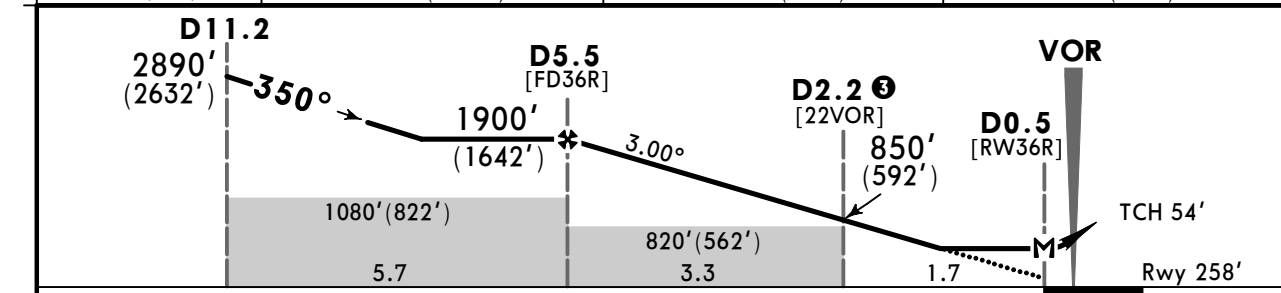
UWGG/GOJ
STRIGINO

JEPPESSEN NIZHNY NOVGOROD, RUSSIA
12 APR 19 **(13-7)** **Eff 25 Apr**
VOR Z Rwy 36R

ATIS	NIZHNY Approach	NIZHNY Radar	NIZHNY Tower	Ground	2300 MSA STR VOR
132.7	124.7	120.8	120.4	121.8	
VOR STR 112.9	Final Apch Crs 350°	Procedure Alt D5.5 1900' (1642')	MDA(H) (CONDITIONAL) 740' (482')	Apt Elev 259' Rwy 258'	
MISSED APCH: Climb on 350° to D9.6 (MAX 230 KT), then turn RIGHT to VOR, then proceed on R-123 to holding area to D11.2 climbing to 2400' (2142') or above.					
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 ① Trans alt: 3220' (2962') 1. DME required. 2. Final apch track offset 9° from rwy centerline.					



STR DME	4.3	3.2	2.2
ALT (HAT)	1570' (1312')	1210' (952')	890' (632')



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	D9.6 on 350° 230 KT MAX
Descent Angle 3.00°	372	478	531	637	743	849		
MAP at D0.5								

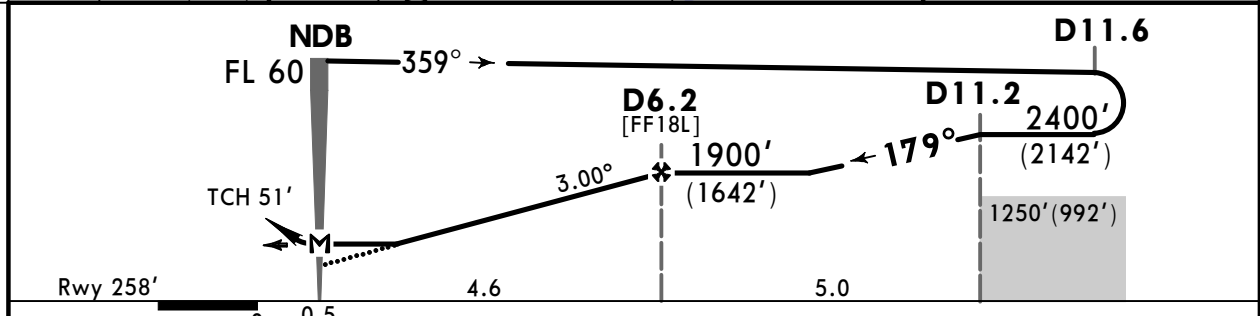
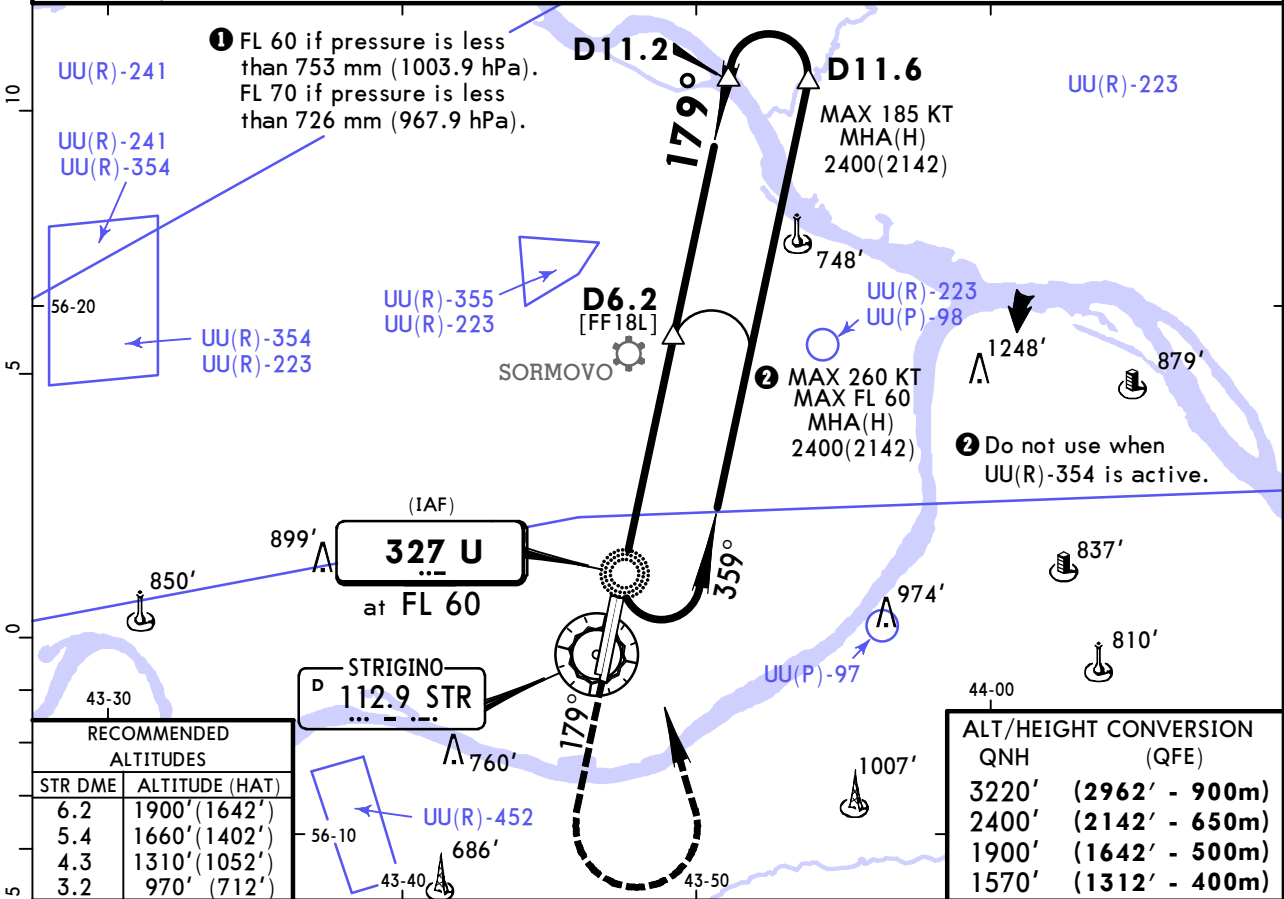
STRAIGHT-IN LANDING RWY 36R					CIRCLE-TO-LAND	
③ with D2.2 Missed apch climb gradient min 3.0% MDA(H) 740' (482')		w/o D2.2 Missed apch climb gradient min 2.5% MDA(H) 970' (712')			Prohibited in sector inbound 194° - 344° clockwise	
	ALS out		ALS out	Max Kts	MDA(H)	
A	800m	1600m	800m	100	970' (711') 1600m	
B				135		
C	1200m	2000m	2400m	180	1170' (911') 4400m	
D	1600m	2400m	2800m	205	1710' (1451') 4800m	

UWGG/GOJ
STRIGINO

JEPPESSEN NIZHNY NOVGOROD, RUSSIA
12 APR 19 (16-1) Eff 25 Apr
NDB Z Rwy 18L

BRIEFING STRIP

ATIS		NIZHNY Approach		NIZHNY Radar		NIZHNY Tower		Ground	
132.7		124.7		120.8		120.4		121.8	
NDB U 327		Final Apch Crs 179°		Procedure Alt D6.2 1900'(1642')		MDA(H) 710'(452')		Apt Elev 259' Rwy 258'	
MISSED APCH: Climb on 179° to 1570'(1312') or above, then turn LEFT to NDB climbing to 2400'(2142') or above, then according to chart or proceed to holding. Do not turn before passing MAP.								2300 MSA U NDB	
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL 50 ①		Trans alt: 3220' (2962')			
1. DME required. 2. Procedure restricted to MAX 185 KT.									



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	MIM 1570' (1312') on 179°
Descent Angle 3.00°	372	478	531	637	743	849		
MAP at NDB								

STRAIGHT-IN LANDING RWY 18L				CIRCLE-TO-LAND			
MDA(H) 710' (452')				Prohibited in sector inbound 194° - 344° clockwise			
A B C D	1200m	ALS out		Max Kts	MDA(H)		
		RVR 1500m VIS 1600m		100	730' (471')	1600m	
		RVR 1800m VIS 2000m		135	920' (661')	1600m	
	RVR 1800m VIS 2000m	2400m		180	1170' (911')	4400m	
				205	1710' (1451')	4800m	

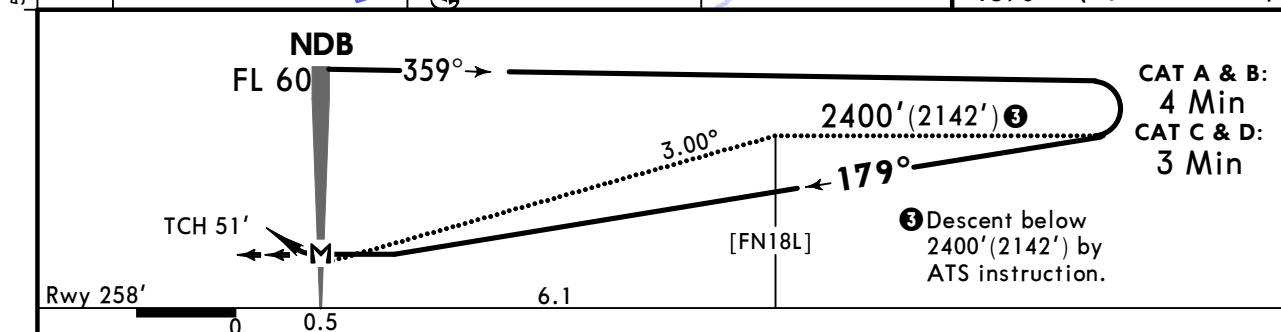
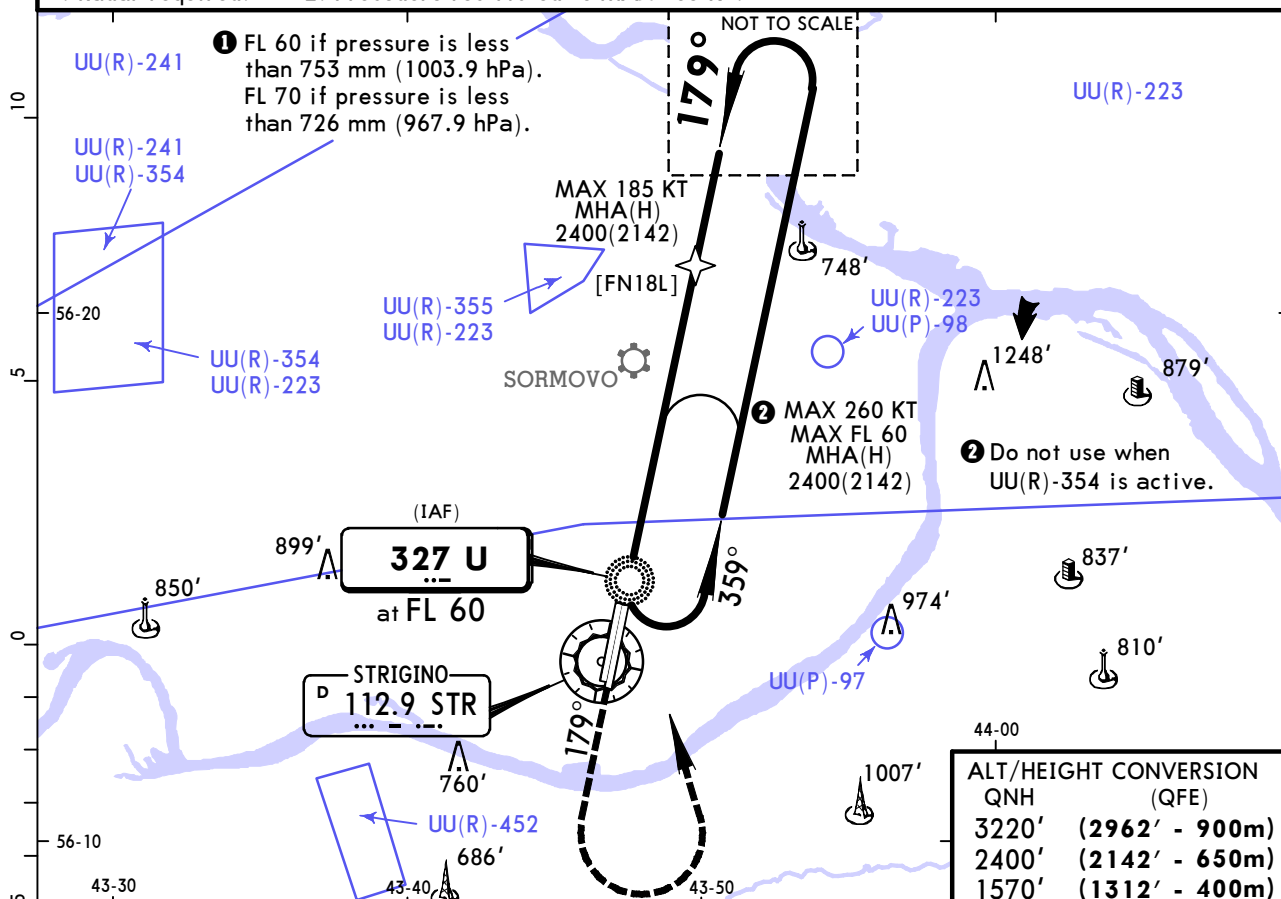
CHANGES: ATIS frequency.

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JEPPESSEN NIZHNY NOVGOROD, RUSSIA
12 APR 19 **16-2** Eff 25 Apr
NDB Y Rwy 18L

ATIS	NIZHNY Approach	NIZHNY Radar	NIZHNY Tower	Ground
132.7	124.7	120.8	120.4	121.8
NDB U 327	Final Apch Crs 179°	No FAF	MDA(H) (CONDITIONAL) 910'(652') Rwy 258'	2300 MSA U NDB
MISSED APCH: Climb on 179° to 1570'(1312') or above, then turn LEFT to NDB climbing to 2400'(2142') or above, then according to chart or proceed to holding. Do not turn before passing MAP.				
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 1 Trans alt: 3220' (2962')				
1. Radar required. 2. Procedure restricted to MAX 185 KT.				



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at NDB						

HIALS-II PAPI	MIM 1570' (1312') 179°
------------------	---------------------------------

STRAIGHT-IN LANDING RWY 18L				CIRCLE-TO-LAND	
MDA(H) 910' (652')		During UU(R)-355 activity MDA(H) 1480' (1222')		Prohibited in sector inbound 194° - 344° clockwise	
ALS out		ALS out		Max Kts	MDA(H)
A	1200m	RVR 1500m VIS 1600m	1200m RVR 1800m VIS 2000m	100	910' (651') 1600m
B			RVR 1500m VIS 1600m	135	920' (661') 1600m
C	RVR 1800m VIS 2000m	2800m	4000m	180	1170' (911') 4400m
D	2800m	3200m	4400m	205	1710' (1451') 4800m

1 or higher straight-in minimums.

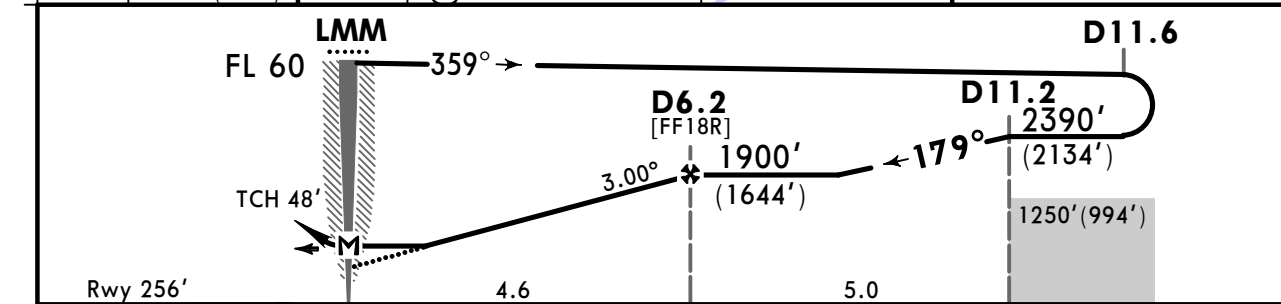
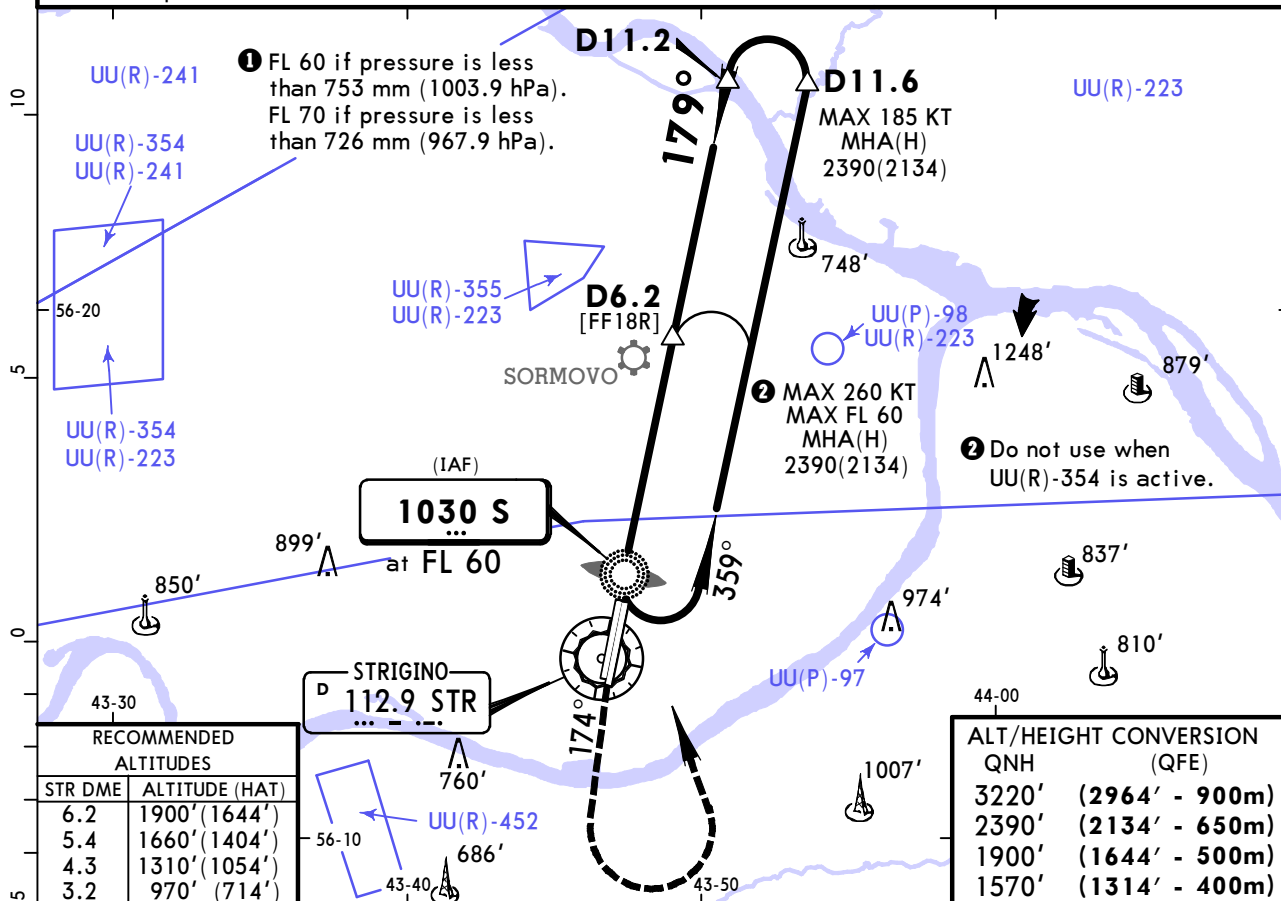
CHANGES: ATIS frequency.

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JEPPESSEN NIZHNY NOVGOROD, RUSSIA
12 APR 19 **16-3** Eff 25 Apr **NDB Z Rwy 18R**

ATIS	NIZHNY Approach	NIZHNY Radar	NIZHNY Tower	Ground
132.7	124.7	120.8	120.4	121.8
Lctr S 1030	Final Apch Crs 179°	Procedure Alt D6.2 1900' (1644')	MDA(H) 690' (434')	Apt Elev 259' Rwy 256'
MISSED APCH: Climb on 174° to 1570' (1314') or above, then turn LEFT to Lctr climbing to 2390' (2134') or above, then according to chart or proceed to holding. Do not turn before passing MAP.				2300 MSA S Lctr
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 ① Trans alt: 3220' (2964')				
1. DME required. 2. Procedure restricted to MAX 185 KT.				

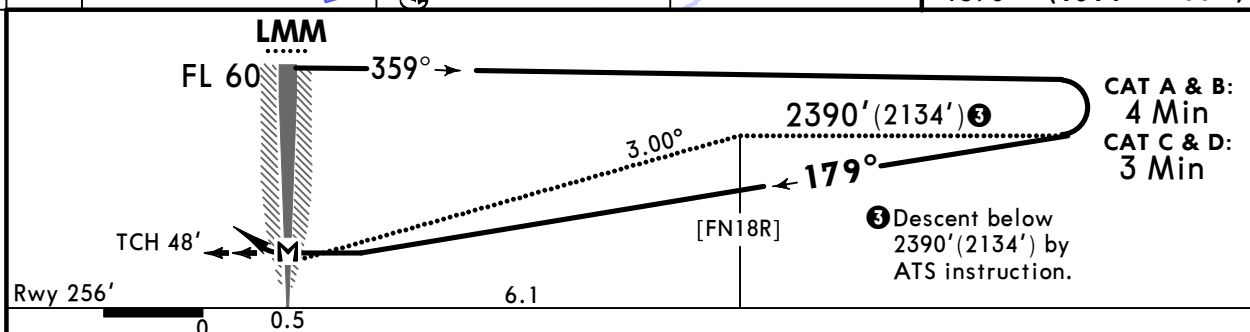
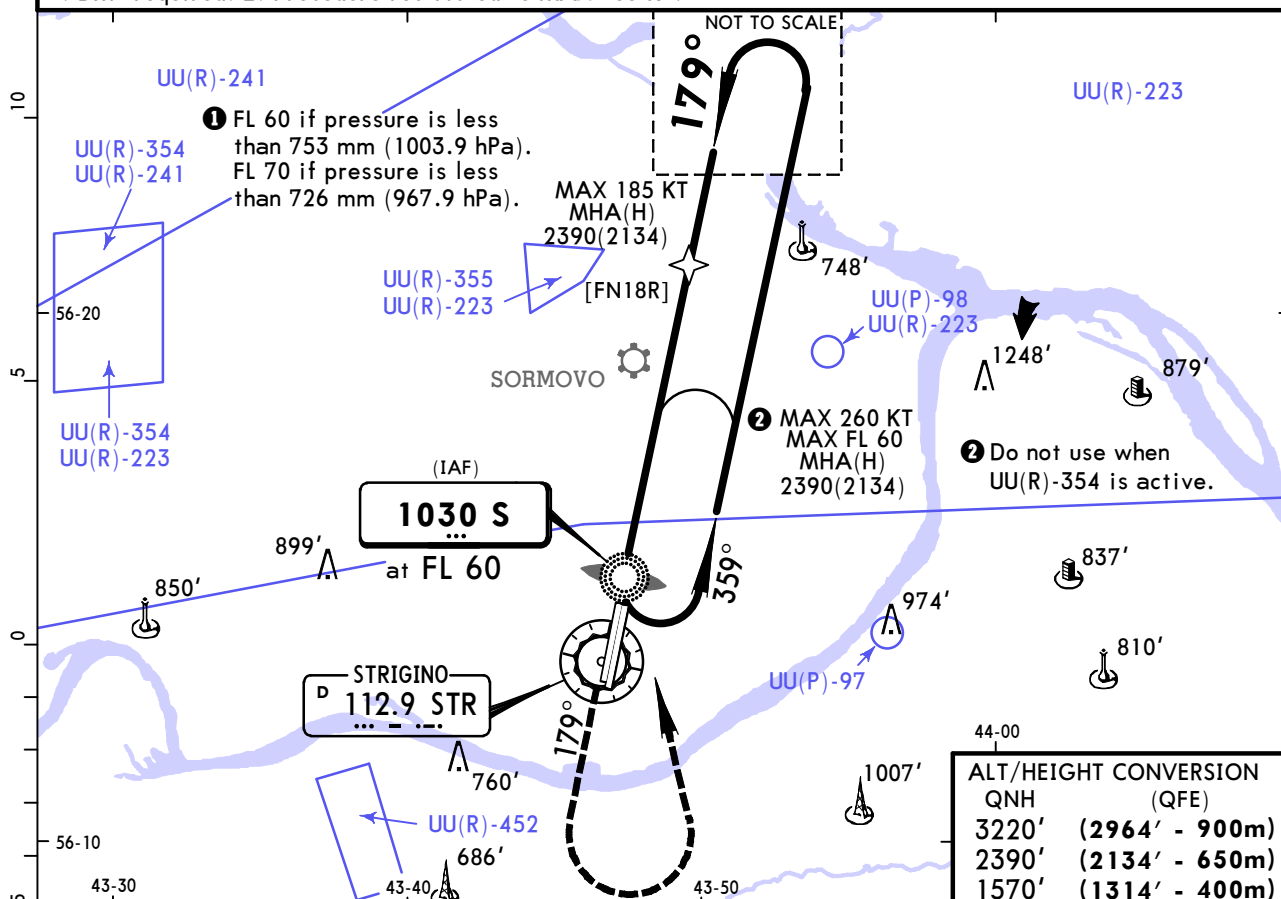


Gnd speed-Kts 70 90 100 120 140 160 Descent Angle 3.00° 372 478 531 637 743 849 MAP at LMM						
STRAIGHT-IN LANDING RWY 18R MDA(H) 690' (434')						
CIRCLE-TO-LAND Prohibited in sector inbound 194° - 344° clockwise						
MIM 1570' (1314') on 174° LT						
PANS OPS						
A	1200m		ALS out		Max Kts	MDA(H)
B			1600m		100	730' (471') 1600m
C			2000m		135	920' (661') 1600m
D	2000m		2400m		180	1170' (911') 4400m
					205	1710' (1451') 4800m

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JEPPESSEN NIZHNY NOVGOROD, RUSSIA
12 APR 19 **16-4** Eff 25 Apr **NDB Y Rwy 18R**

ATIS	NIZHNY Approach	NIZHNY Radar	NIZHNY Tower	Ground
132.7	124.7	120.8	120.4	121.8
Lctr S 1030	Final Apch Crs 179°	No FAF	MDA(H) (CONDITIONAL) 910'(654')	Appt Elev 259' Rwy 256'
MISSED APCH: Climb on 179° to 1570'(1314') or above, then turn LEFT to Lctr climbing to 2390'(2134') or above, then according to chart or proceed to holding. Do not turn before passing MAP.				2300 MSA S Lctr
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 ① Trans alt: 3220' (2964') 1. DME required. 2. Procedure restricted to MAX 185 KT.				



Gnd speed-Kts	70	90	100	120	140	160		HIALS	MIM	1570' (1314') on 179°
Descent Angle 3.00°	372	478	531	637	743	849		PAPI		
MAP at LMM										

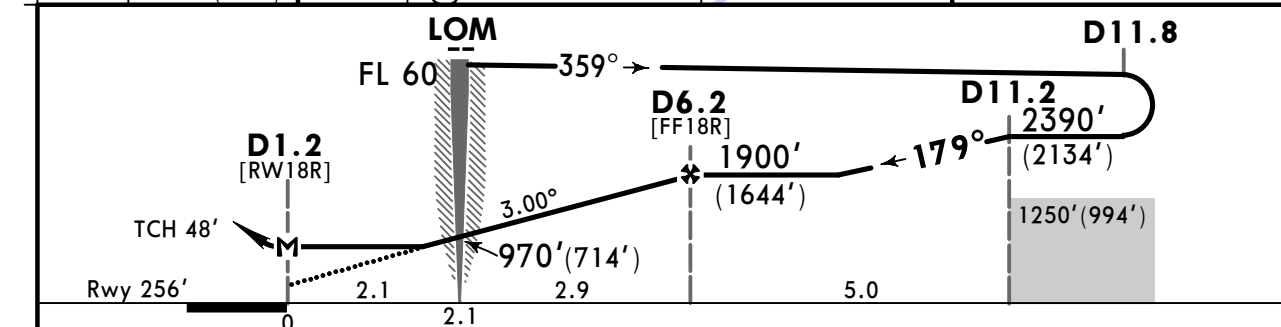
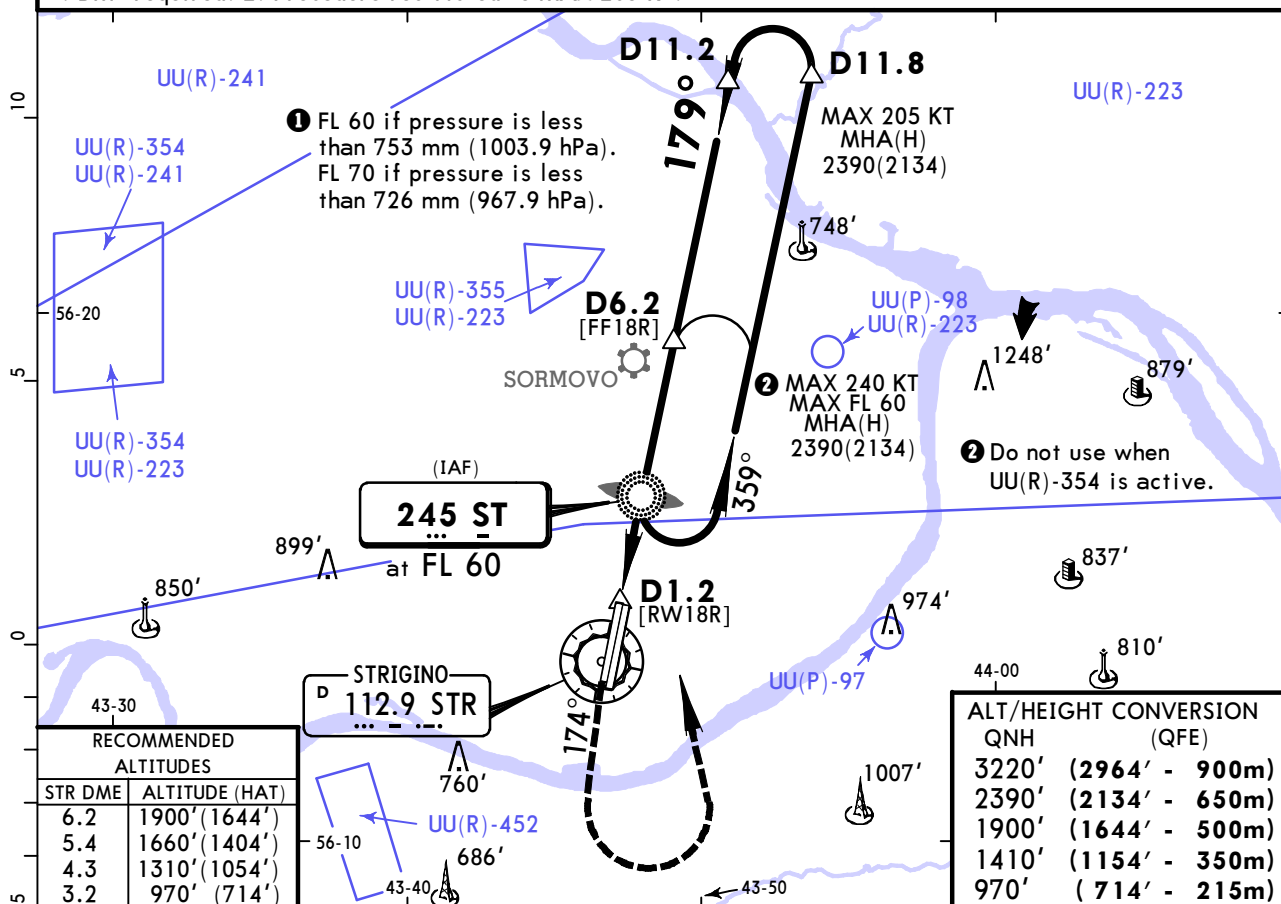
STRAIGHT-IN LANDING RWY 18R				CIRCLE-TO-LAND	
MDA(H) 910'(654')		During UU(R)-355 activity MDA(H) 1510'(1254')		Prohibited in sector inbound 194° - 344° clockwise	
	ALS out		ALS out	Max Kts	MDA(H)
A		1200m	2000m	100	910' (651') ① 1600m
B	1200m	1600m	2400m	135	920' (661') ① 1600m
C	2000m	2800m	4000m	180	1170' (911') ① 4400m
D	2800m	3200m	4400m	205	1710' (1451') 4800m

① or higher straight-in minimums.

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JEPPESSEN NIZHNY NOVGOROD, RUSSIA
12 APR 19 **(16-5)** Eff 25 Apr
NDB X Rwy 18R

ATIS	NIZHNY Approach	NIZHNY Radar	NIZHNY Tower	Ground
132.7	124.7	120.8	120.4	121.8
NDB ST 245	Final Apch Crs 179°	Procedure Alt D6.2 1900' (1644')	MDA(H) 730' (474')	Apt Elev 259' Rwy 256'
MISSED APCH: Climb on 174° to 1410' (1154') or above, then turn LEFT to Lctr climbing to 2390' (2134') or above, then according to chart or proceed to holding. Do not turn before passing MAP.				2300 MSA ST NDB
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 ① Trans alt: 3220' (2964')				
1. DME required. 2. Procedure restricted to MAX 205 KT.				



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D1.2						

STRAIGHT-IN LANDING RWY 18R			CIRCLE-TO-LAND		
MDA(H) 730' (474')			Prohibited in sector inbound 194° - 344° clockwise		
ALS out			Max Kts	MDA(H)	
A	1200m	1600m	100	730' (471')	1600m
B		2000m	135	920' (661')	1600m
C	2000m	2400m	180	1170' (911')	4400m
D		2400m	205	1710' (1451')	4800m

CHANGES: ATIS frequency.

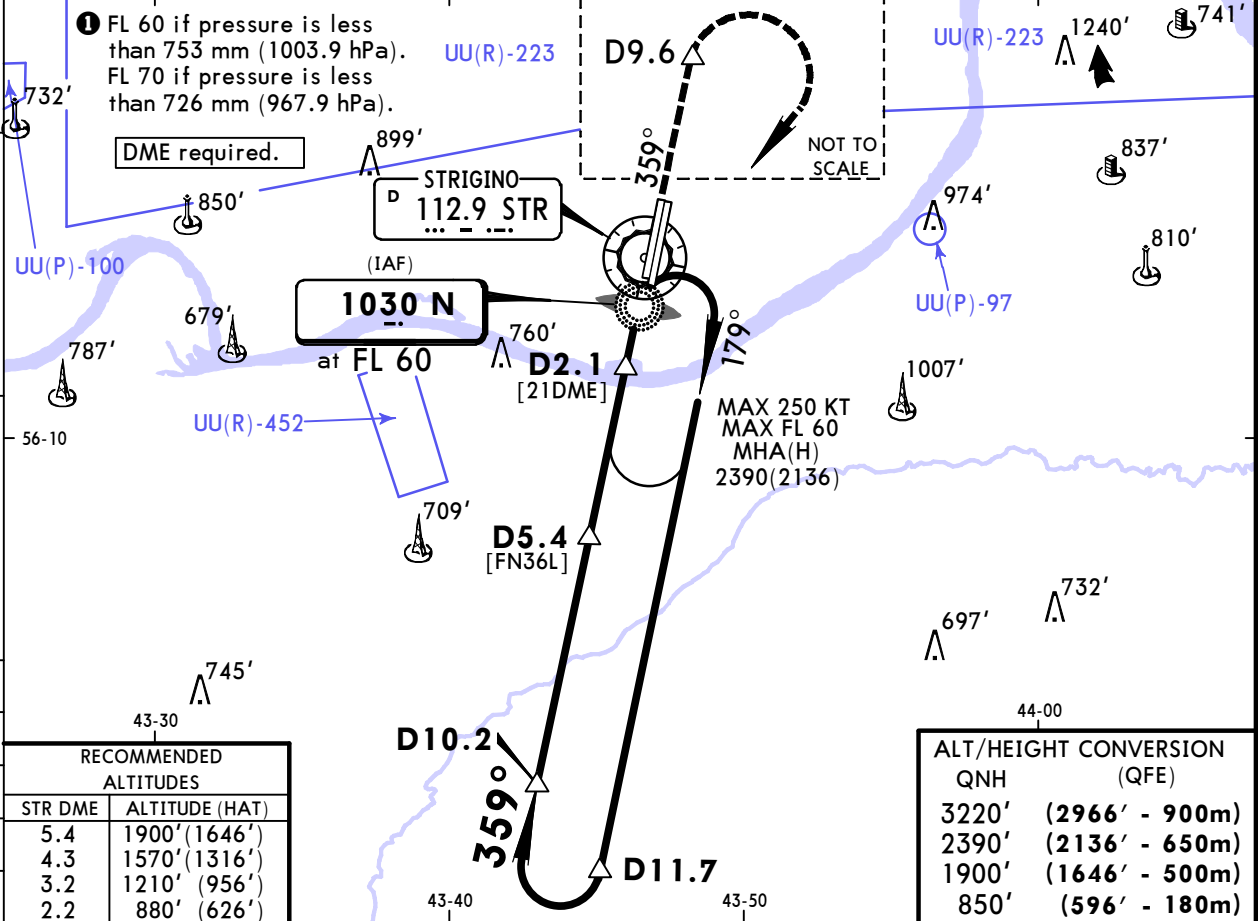
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JEPP SEENNIZHNY NOVGOROD, RUSSIA
12 APR 19 16-6 Eff 25 Apr
NDB Z Rwy 36L

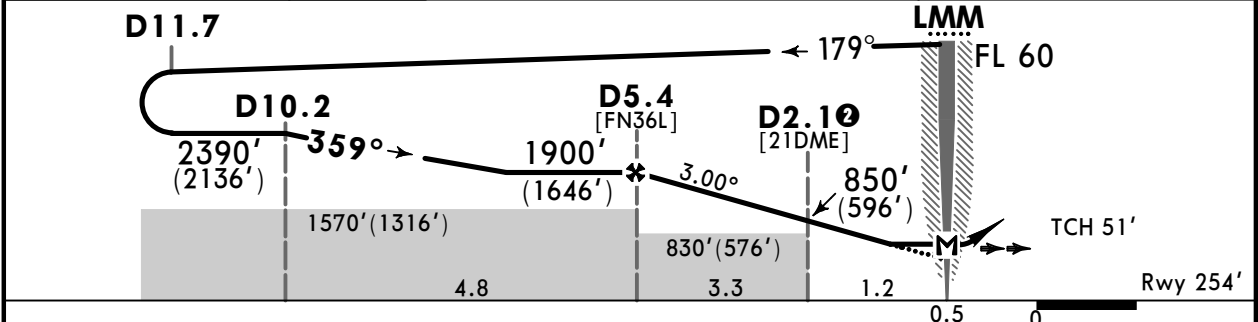
ATIS		NIZHNY Approach		NIZHNY Radar		NIZHNY Tower		Ground	
132.7		124.7		120.8		120.4		121.8	
Lctr N 1030	Final Apch Crs 359°	Procedure Alt D5.4 1900'(1646')	MDA(H) (CONDITIONAL) 680'(426')		Apt Elev 259' Rwy 254'		2300 MSA N Lctr		
MISSED APCH: Climb on 359° to D9.6, then turn RIGHT to Lctr climbing to 2390'(2136') or above, then according to chart or proceed to holding area.									

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 1 Trans alt: 3220' (2966')

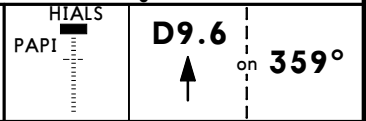


RECOMMENDED ALTITUDES	
STR DME	ALTITUDE (HAT)
5.4	1900'(1646')
4.3	1570'(1316')
3.2	1210'(956')
2.2	880'(626')

ALT/HEIGHT CONVERSION	
QNH	(QFE)
3220'	(2966' - 900m)
2390'	(2136' - 650m)
1900'	(1646' - 500m)
850'	(596' - 180m)



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at LMM						

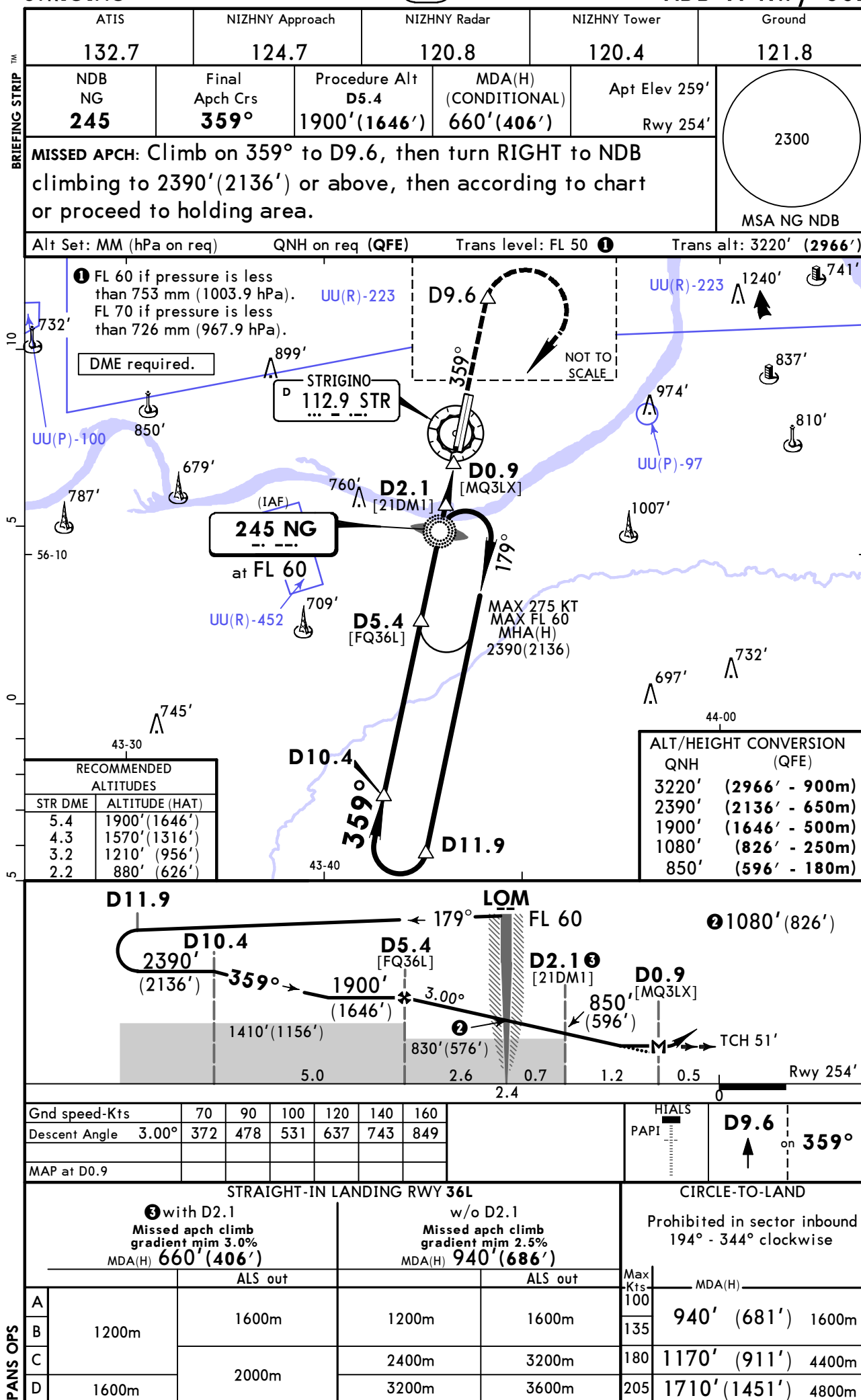


STRAIGHT-IN LANDING RWY 36L				CIRCLE-TO-LAND	
② with D2.1 Missed apch climb gradient mim 3.0° MDA(H) 680'(426')		w/o D2.1 Missed apch climb gradient mim 2.5° MDA(H) 870'(616')		Prohibited in sector inbound 194° - 344° clockwise	
ALS out		ALS out		Max Kts	MDA(H)
A	1200m	1600m	1200m	100	870' (611') 1600m
B	1200m	1600m	1600m	135	920' (661') 1600m
C	2000m	2000m	2800m	180	1170' (911') 4400m
D	1600m	2800m	3200m	205	1710' (1451') 4800m

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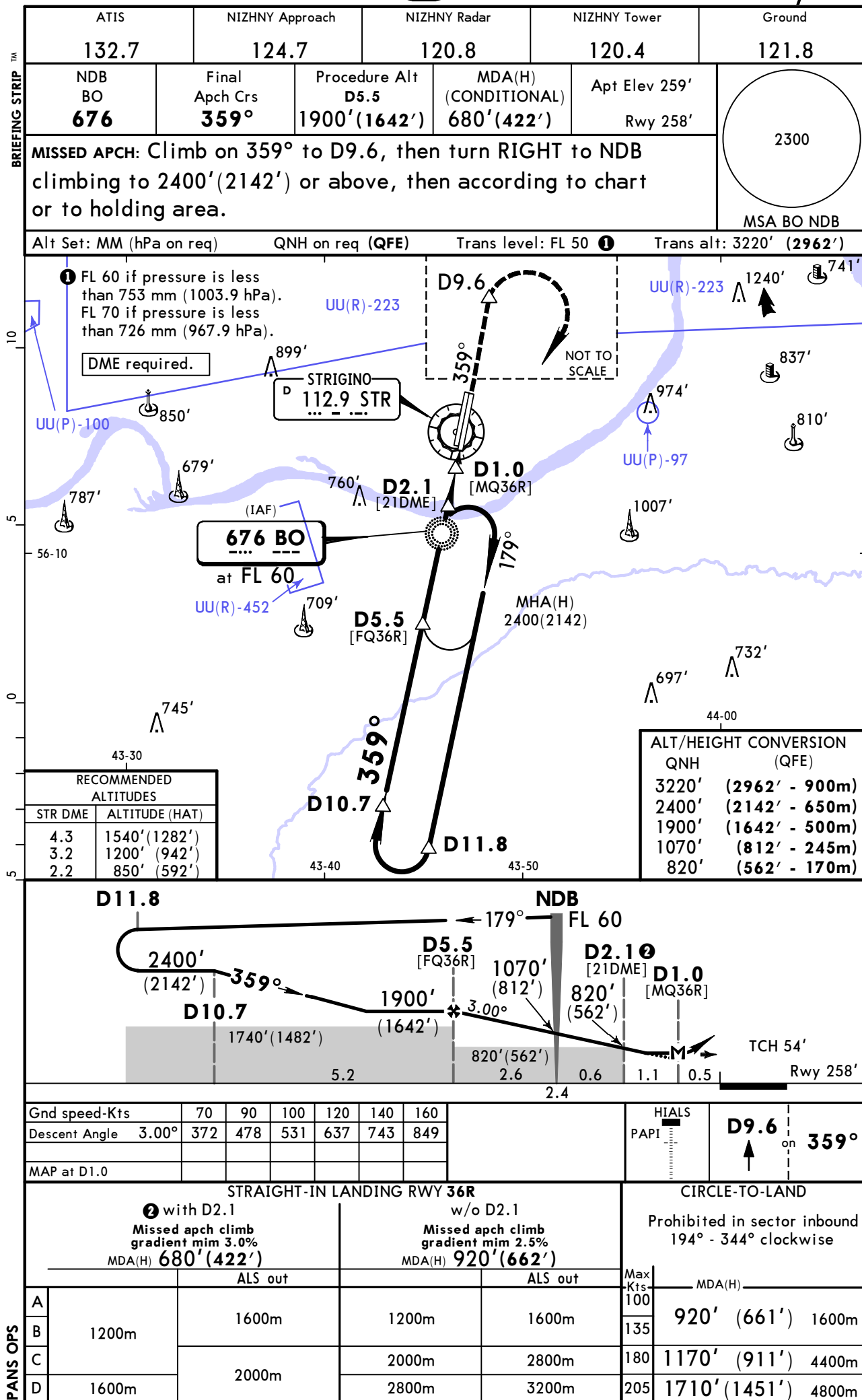
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JEPPSENNIZHNY NOVGOROD, RUSSIA
12 APR 19 **16-8** **Eff 25 Apr** **NDB X Rwy 36L**



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STRIGINO

JEPPESSEN NIZHNY NOVGOROD, RUSSIA
12 APR 19 **(16-9)** **Eff 25 Apr**
NDB X Rwy 36R



NIZHNY NOVGOROD, (STRIGINO - UWGG)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UWGG